UPPER SILESIA: THE LEAGUE'S PLAN

THE loud and dismal clamor from Germany that has greeted the League of Nations' plan as to the division of Upper Silesia is not proof that the proposal is unjust or that Germany will not accept it. Germany is simply going through the usual stage of protest and refusal that has preceded all her previous surrenders. So far as the peace of the world is concerned, the less Silesian coal and undeveloped coal land Germany has, the better—always admitting, however, that the unwise concessions of the Versailles Treaty must now be honorably carried out so far as their lack of precision admits, and that fair weight is to be given the recent plebiscite in Upper Silesia, properly interpreted.

In order to find some satisfactory line of delimitation the Allies concerned, having failed to agree upon a plan, referred the question through their Supreme Council to the Council of the League of Nations. We do not understand that the Allies are positively bound to accept the League's proposal, but there is no doubt expressed that they will do so. And, as always, the League must depend on united action by the Allies to enforce its wishes, thus making the League's utterance that of an arbitral recommendation rather than a judgment.

The League's Council, in turn, referred the question to the representatives of the four countries which are not permanently member nations of the Council, namely, Belgium, Spain, Brazil, and China. These nations have no direct material interests involved in the Upper Silesian matter. This sub-committee, as it may be called, heard the evidence of both Germans and Poles, employers and employed, from Upper Silesia, and also despatched a neutral impartial commission thither to investigate on the spot.

While the text of the League report is not yet available, the full summaries published indicate its main features: The frontier line drawn is practically straight. To make it so the plan draws the line through the center of the triangle known as Le Chapeau because it resembles in shape a cocked hat. A crooked line would obviously involve serious difficulties, as there would be bits of German and Polish territory projecting into the other country's lands. Yet, in the main, districts which voted for Polish or German rule will get what they desire, the coal mines will be divided, and the towns which Germany loses and about which it is making such an outcry will be offset by towns and rural districts having a predominating Polish population. The plan has provisions protecting the rights of Polish and German minorities and establishing religious liberty and schools of both nationalities. A mediation committee is proposed, made up of two Germans, two Poles, and one neutral, to decide questions relating to labor contracts and other matters.

One English newspaper, opposed to Lloyd George, declares that this is "a timid and time-serving decision," and that it may be "the author of a future war." This criticism is exceptional; the indications are that the plan will go through. An arbitration is likely to be in the nature of a compromise; rarely are all parties pleased. But the benefit to Europe of disposing in a reasonably satisfactory way of this complicated and troublesome question can hardly be overestimated.

Wide World Photos

A GROUP OF DESERTED AND STARVING RUSSIAN CHILDREN AT THE AMERICAN RELIEF RECEIVING STATION AT SAMARA

HELPING RUSSIAN CHILDREN

SEVERAL weeks ago The Outlook had the pleasure of publishing an article by Sir Paul Dukes. In this article he contrasted the treatment of Russian children by the Bolshevists, their own fellow-countrymen, and by the relief workers who are bringing help from abroad. Under the misrule of the Soviets, Russian children have been placed indiscriminately in wretched schools, so called, there to be taught disregard of authority, decency, and religion, while their parents were helpless either to feed them or to save them from this pervert instruction. On the other hand, the Russian Relief and Reconstruction Fund has as its aim the purpose to save Russian children and train them for future citizenship.

Information which has just reached The Outlook gives interesting facts concerning the extent and success of the work of the association named above. Last November the children under the care of the society were taken from Balaklava (a name famous in the Crimean War) to Constantinople, and later to Anatolia, where they spent the summer in camp. The effort to provide them with a place to live in comfort in Constantinople was strenuous because all available accommodation was taken up by the wounded from General Wrangel's unhappy military effort. Nevertheless during three different moves the children went on steadily with study and work and play, and are now in splendid condition. The refugee problem at Constantinople has been taken care of adequately by the American Red Cross and other associations, and the Russian Relief and Reconstruction Fund is now able to devote its efforts chiefly to the children. Its officers report that "the moral breakdown of the Russian people is as complete as it is appalling, and it is not untrue to say that the parents are scarcely fit to have control of their own children." It

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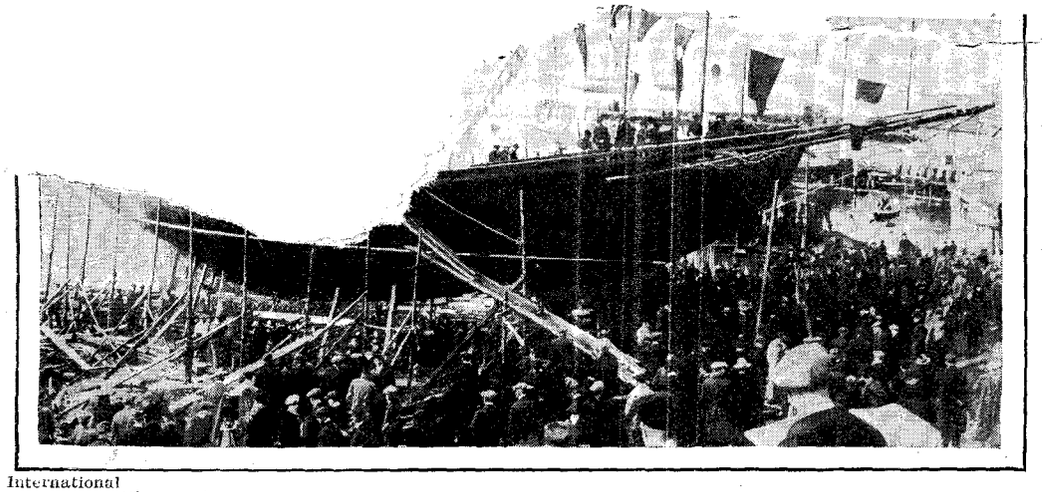

International

This picture shows the launching of Blue Nose, the Canadian challenger for the fishermen's trophy. It gives an excellent idea of the yacht-like lines of the modern fisherman. The fleets of Gloucester, Boston, and Nova Scotia are manned by the most skillful sailormen in the world

is said to be the only organization doing just this kind of work. Lord Robert Cecil, Mrs. Winston Churchill, Mr. Aylmer Maude, and Commander Oliver Lampson are among the best known of the British supporters of the undertaking.

We are glad that readers of The Outlook have already contributed to this work. Others who wish to do so may send their checks to J. P. Morgan & Co., of New York, for the Russian Relief and Reconstruction Fund.

AMERICA HONORS ENGLAND'S AND FRANCE'S HEROES

TRIBUTE has been paid by General Pershing in behalf of the Government and people of the United States to the two unknown dead soldiers whose graves in France and England are representative of the many thousands of heroic soldiers of the two nations who died unknown but honored.

The ceremonies were dignified and truly expressed sentiment as distinguished from sentimentalism. In each case General Pershing placed upon the tomb of the unknown soldier the Congressional Medal of Honor in commemoration, as he said in Westminster Abbey, "of the sacrifices of our comrade and his fellow-countrymen, and as a slight token of our gratitude and affection toward this people."

That this tribute was an evidence of the lasting friendship of America with its allies in the Great War was in both cases recognized. This was well expressed by Mr. Lloyd George when he said in accepting the token of recognition and friendship: "This homage will be interpreted as a solemn pledge given the valiant dead that these two mighty peoples who were comrades in the Great War have resolved to remain comrades to guarantee a great peace."

King George also recognized this international friendship in his special message to President Harding sent on the day of the ceremonies in Westminster Abbey, for he took occasion to express his heartfelt wishes for the coming international conference in Washington and to hope that the English representatives, in common with ours, may do "all that practical statesmanship can achieve to perpetuate the comradeship of war in the maintenance of peace."

In return for the tribute just paid by America to England's dead, the King announces his desire to confer on the American unknown warrior a unique honor. The Victoria Cross has never before been bestowed on the subject of another nation. But it is now to be laid on the grave of our unknown soldier in order, as the King says, "that the British Empire may thus most fitly pay its tribute to a tomb which symbolizes every deed of conspicuous valor performed by the men of your great fighting forces, whether by sea or land, upon the western front."

THE INTERNATIONAL FISHERMEN'S TROPHY

LAST fall saw the initiation of one of the most promising sporting events of recent years. After the disappointing races between the Shamrock IV and Resolute, the Halifax "Herald" offered a trophy for an international race between the fishermen of Canada and the United States. This trophy the Gloucester schooner Esperanto captured in two straight races. Esperanto was subsequently lost at sea after colliding with a derelict.

This year both Canadians and Americans built new schooners for the contest. Bluenose, built this past year, has been selected as the Canadian challenger, the veteran schooner Elsie, of Gloucester, as the American defender.

The American schooner Mayflower, designed by W. Starling Burgess as a defender of the trophy, was ruled out as a contestant by the trustees of the cup, and the action of the trustees was acquiesced in by the American members of the Race Committee. The American members of the Committee all hail from Gloucester, and Mayflower is owned and sailed from Boston, a fact which has given rise to some bitterness of feeling. In voting to bar Mayflower it was said:

> It was the opinion of the trustees that if a vessel of the extreme type of the Mayflower was allowed to compete the intentions of the donors of the cup would be nullified and all competition killed for present and future races.

The rule of the trustees requires that a fishing vessel must have spent at least one season actively engaged in commercial fishing. It was the intention of the donors of the cup, not only to insist upon seaworthy construction, but to confine the race to vessels which could carry enough fish to make them of commercial value.

It is sincerely to be hoped that the trustees of the trophy will succeed in maintaining their standards absolutely. Their rules will not bar out improved design, wherever the improvement is not made at too great a cost to capacity and seaworthiness.

It seems to us that their rules could be profitably amended in at least one particular. Instead of requiring but one season on the Banks, the limit should be raised to at least two. Such a change would prevent the building of impractical vessels whose chief purpose was to challenge for or defend the cup. Such a change in the rules would minimize the difficulties confronting the trustees in

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SO SENSIBLE SEEMETH THEIR CONFERENCE

(Love's Labor's Lost, Act V, Scene 2)

Ireland in the Columbus Dispatch

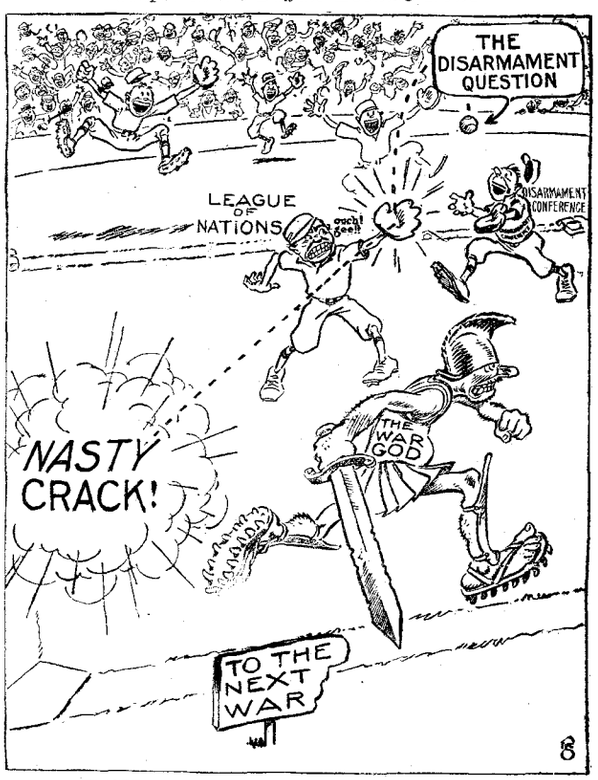
WHO KNOWS? MAYBE THIS IS THE WIFE THAT SUBDUES HIM

From Mary Egger, Columbus, Ohio

Donahey in the Cleveland Plain Dealer

THE SECRET ROOM AND THE BEAUTIFUL PRINCESS

Cooper in the Buffalo Evening News



EXCITING MOMENT IN THE WORLD SERIES

From Mrs. F. A. Goldthwaite, Buffalo, N. Y.

Perry in the Portland Oregonian

NOW BE A NICE BOY - PLAY THE GAME THE WAY THE OTHERS WANT TO AND DON'T GRAB-WAIT UNTIL THEY PASS THE CAKE AND ICE CREAM!
JAPAN
JAPAN'S INVITATION TO SAMMY'S DISARMAMENT PARTY
MOTHER EARTH
J. Perry

AND THEN THE PARTY WILL BE A SUCCESS!

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their efforts to exclude vessels of an undesirable type.

THE BABE AND THE JUDGE

JUST as the Great War has been followed by little wars, so has the defeat of the Yankees and the triumph of the Giants in the hard-fought and exciting World Series been followed by a battle of wills between the venerable and astute High Commissioner of the Major Leagues and the doughty Babe Ruth. The combatants are not exactly an equal match either physically or mentally. If the Judge might prove a babe in a rough-and-tumble with the champion ball-slugger, it is conversely probable that in a contest of wills and brains the betting—or, perhaps we should say, the probabilities—might favor the Babe.

To barnstorm or not to barnstorm, is the question. Judge Landis has revived a rule forbidding players in the World Series teams from playing exhibition games for money after the World Series is over, as being contrary to the dignity and best interests of the National Game. Babe Ruth and others ignored the danger of being ruled out of the big leagues next year and took on the barnstorming campaign, rejoicing in the free publicity Judge Landis furnished. Ruth says: "I am going through with it to the end. It is not a matter of who is the biggest man in baseball with me. I don't see any reason why Judge Landis should pick on me and the rest of the fellows to enforce a rule which has always been on the books but which has never been enforced until this year." Judge Landis retorted, according to newspaper despatches, that if his warning was ignored "the issue would be a personal one between the Judge and the players in question and that the matter would be fought to a finish."

These be fighting words, or near it; but one fancies that brains will win against brawn.

Another aftermath of the big series is Judge Landis's announcement that he proposes to offer for adoption a rule that the World Series hereafter shall be won by four out of a possible seven instead of five out of nine games. The press seems to agree that a long series is too much of a strain on the patience and purse of the public. It certainly is not an indication of hard times that not far from a million dollars was paid this year for tickets.

FORESTRY IN IRELAND

SOME time since the American Forestry Association, in its desire to minimize the damage done by necessary war cutting to the forests of the United Kingdom, presented some twenty-five million tree seeds to the British Government. They were received by the British Forestry Commission, whose Chairman is General Lord Lovat, in the spring of 1920. The larger proportion of these seeds were Douglas fir from west of the Cascade Mountains. Two-thirds of the whole shipment of Douglas fir (about fifteen million seeds) were at once sent to Ireland, where they have been sown in scattered nurseries and will be used in the creation of small forests on hitherto unproductive land.

The seeds of Douglas fir seem to be one thing which can be sent from America to Ireland, via England, without involving any one in political complications.

CONCERNING WOMEN'S COLLEGES

ON October 14, at a luncheon in New York City, the projected campaign to raise an endowment of three million dollars for Vassar College was formally inaugurated. Vassar, if not the mother of women's colleges in America, is a pioneer. Founded by Matthew Vassar in 1861, it was organized under Dr. John Raymond, a creative educator, as a college and furnished a model for other women's colleges to follow. It encountered great difficulties. There were few schools competent to prepare girls for college. Vassar had therefore for years to maintain a large preparatory department. It was not easy to find female teachers competent to give college courses. The popular prejudice against "blue-stockings" was still strong. Itself an experiment, it dared to try experiments, and it learned wisdom by its occasional mistakes as well as by its great and growing success. As it proved the right of a woman's college to exist new buildings were given to it; but every new building adds to the expenses, and therefore, unless it is endowed, increases the poverty of a college.

A man's college builds up in time a supporting constituency. It educates lawyers, doctors, merchants, manufacturers, engineers, and can go to them saying, "Your Alma Mater equipped you with your money-making powers. Give to your mother a little of your wealth in her necessity." That a woman's college cannot do. It has no such constituency. An overwhelming proportion of its graduates are either mothers or teachers; and mothers rarely have any independent income, and the salaries of teachers rarely furnish them any more than a "living wage," often not even that. Some estimate can be made of the economic value of a bridge which the engineer has built, or the factory which the manufacturer is carrying on, or even the life which the physician has saved. But the products of woman's industry cannot be valued in dollars. His biographers tell us that Abraham Lincoln derived much of his character from his second mother. Who can estimate the value to America of Abraham Lincoln? Amiel wrote in his "Journal" in 1869: "When education has formed strong, noble, and serious women in whom conscience and reason hold sway over the effervescence of fancy and sentimentality, then we shall be able not only to honor woman, but to make a serious end of gaining her consent and adhesion. Then she will be truly an equal, a fellow-worker, a companion. At present she is so only in theory. The moderns are at work upon the problem, and have not solved it yet." This is the problem our women's colleges are at work upon. When we are able to estimate what it is worth to have in our country "strong, noble, and serious women," inspired by a sane enthusiasm but unswayed by fancy and sentimentality, and laying the foundations in the homes and the schools for a strong, noble, and serious citizenship, we can form some estimate of what ought to be the endowment of the women's colleges. The figures given in a paper issued by the Vassar Committee sufficiently refute the once popular but now obsolete notion that demand and supply secures a just valuation of services. The Department of Labor reported in 1919 that $2,015 would support an average workman's family in "minimum comfort" if the household is administered "with extreme thrift." The salaries at Vassar range from $900 for assistants to $3,600—"the maximum salary paid a Vassar professor under the existing scale." Any readers who wish further information can get it by writing to Vassar College Salary Endowment Fund, 593 Madison Avenue, New York City.

PHILANDER CHASE KNOX

WHEN, upon the death of President McKinley, Theodore Roosevelt became President, he found a Cabinet already in existence. With a self-restraint that most of his political enemies and many of his friends refused to credit him with, he determined to make the transition from his predecessor's to his own Administration with as little break as possible. He therefore did not accept the resignations that were at his command, but retained President McKinley's Cabinet intact. Among the members of this Cabinet was Philander Chase Knox. Between the young President, who had knocked about with ranchers in the West, with politicians in the Legislature, and with the police in New York, who began his career in a fight for political reform, continued it in a fight for progressive labor legislation,

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and made a reputation of National extent by his services for the improvement of the Civil Service, and his legally minded Attorney-General, whose spirit was that of the most thoroughgoing, of the most thoroughly respected and well-established Republicanism, there would seem to be at first little in common, either in temperament or purpose. And yet it was Mr. Knox, of the straightest sect of Republicans—those of Pennsylvania—who under this young President instituted before the Federal Courts egal proceedings which were to vindicate one of the most distinctive of the Roosevelt policies—the supremacy of the Government over its corporate creatures. By the Northern Securities cases the case against the so-called Beef Trust, and the Anti-Trust case, against the railways Mr. Knox established in law a principle which a few years before men were called radical for advocating.

When Mr. Roosevelt had thus made evident to the whole country that this principle was embodied in existing law, he proceeded with a campaign of public discussion to give that principle new validity and a more practicable application. Though he had convictions as to the fundamental principle, he had no preconceived programme as to method. There were at the time great differences of opinion even among those who believed that the principle should be made more effective by further legislation. There was a sharp discussion, for example, between those who advocated Federal charters and those who advocated Federal incorporation. There was discussion as to the lines that should be drawn between Federal and State control. There was even a considerable body of opinion in favor of breaking up the corporations, of destroying what was called the Cyclops of Trade. In formulating his policy Mr. Roosevelt had recourse to the advice and counsel of this Pennsylvania lawyer, and, although he did not always follow his advice, President Roosevelt found Mr. Knox invaluable because of his legal learning, his mental acumen, and his capacity for clear and cogent statement. While Attorney-General Mr. Knox went to Paris, and by his study of the facts established the validity of the title to the Panama Canal, which was later conveyed to the United States by purchase.

After Mr. Roosevelt's election to the Presidency Mr. Knox was appointed United States Senator from Pennsylvania. Then upon Mr. Taft's succession to the Presidency Mr. Knox was chosen Secretary of State. As Attorney-General and Senator he was acquainted with foreign affairs, but he had not made a reputation in international matters. He brought to the duties of his new office

International

THE LATE SENATOR KNOX

legal learning and a very clear-sighted view of questions involving material interests. He was not a trained diplomat, and perhaps did not value sufficiently certain imponderables in the relation of one nation with another. His policy was characterized as dollar diplomacy. It lacked perhaps the human element that was always present in the conduct of foreign affairs by John Hay, and was not characterized by the skill with which Secretary Root was credited, but which was to a very considerable degree due to President Roosevelt's knowledge of men and of nations. Nevertheless Mr. Knox's conduct of his office was based on information and a certain firm grasp of facts, and, although it may have been too lacking in appreciation of National sensibilities, it was at least free from sentimentality. While he was Secretary of State a good deal of progress was made in international arbitration, in the development of China, and in establishing relations in Central America. After serving as Secretary of State, he was again in the Senate, and in recent years had made his chief reputation in his strong opposition to the scheme for the League of Nations and in instituting what is known as the Knox Resolutions, which finally developed into the Treaty of Peace with Germany, which at the time of his death was approaching a vote in the Senate.

When Mr. Knox died suddenly at his home in Washington on Wednesday, October 12, he was sixty-eight years old. He was a native of Pennsylvania, a graduate of Union College, Ohio. In the history of these times he will be remembered as one of the conspicuous and impressive figures. Politically he was a stalwart. He had little sympathy by nature with the objects which impelled Mr. Roosevelt to lead the progressive movement. He followed the traditions of party. Nevertheless in certain great movements which mark political and social advance his influence was important and constructive.

THE WASHINGTON CONFERENCE

IT is easy to expect too much from the international Conference to be held in Washington in November. It certainly cannot accomplish disarmament. So long as there are wolves in the world so long peace-loving sheep must have efficient dogs to protect them. But it is also possible to expect too little. We may hope for too much; but it is certain that we shall not achieve more than we hope to achieve.

Everything will depend on the spirit which animates these statesmen; and that will depend on the spirit which animates the communities they represent. If the English representatives should put England first, and the French representatives France first, and the Italian representatives Italy first, and the American representatives America first—if, in other words, each representative should come to this Conference indifferent as to the rights and interests of other countries and only selfishly eager to see how much he can get for his own—the Conference will not be a Peace Conference.

But even if these representatives are statesmen, not politicians, if they have in mind the rights and interests of other countries than their own, if they seek the welfare of the world first and sincerely believe that he will best serve his country who best serves all countries, their meeting will accomplish little of permanent value for the world unless they represent what is or what can be made the public sentiment of their respective communities. The age is democratic and has in the last decade made a remarkable advance toward democracy. But democracy is more than a form of government; it is more than the rule of the majority; it is respect for each other and regard for each other's interests. And it is only as the peoples represented at this Conference recognize their mutual interests and have mutual respect that any agreement reached at the Conference can possibly be worth the time, thought, and expense which it will

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have involved. The lamentable failure of Mr. Wilson demonstrated, alike to those who supported him and those who did not, that it is not possible for a man, however high his official position, to accomplish in the name of his country anything for his country unless he has its authority beforehand or can secure its ratification afterwards.

The representatives who are to meet at Washington are not mere politicians. They have not "their ears to the ground." But they cannot go any further in securing a limitation of armaments than the public opinion of their various countries will sustain them in their subsequent policies. The present must make no promises which the future will not fulfill; it is to be hoped that the Conference will make no recommendation which the countries will not ratify. Peace is a spirit, not a form of words; and the form of words is in vain unless it is an expression and an instrument of the spirit.

As The Outlook showed last week, France must maintain a large army so long as Germany remains German—so long, that is, as her intellectuals believe that the Teutonic race should dominate Europe, her popular philosophy affirms that might makes right and that morality is only the custom of the community, and her military power scoffs at peace and glorifies war. Peace with such a neighbor is impossible. Suppose, reader, your neighbor was avowedly a highwayman whom you had reason to believe would take the first opportunity to break into your house and perhaps abduct your children. You might protect yourself by watch-dogs and spring guns, but you could not live at peace with him. France has no choice. She must protect herself from the danger which threatens her so long as Germany is a nation of blood and iron.

Diplomats cannot make international peace. All they can do is to embody in definite form such spirit of peace as already exists or can be created in their several communities. It is for the editors, the teachers, the preachers, the parents to create the spirit of peace and good will which must exist within each nation before it can be created between the nations. And the success of such leaders as General Armstrong, Dr. Frissell, Dr. Curry, Booker T. Washington, and Major Moton in promoting the spirit of peace and good will between the black race and the white race in the South indicates the spirit and the method in which such a peace mission can be successfully carried on.

There is no danger that the statesmen at Washington will recommend the impossible; that they will adopt the Tolstoyan principle that peace is always possible and will recommend the dissolution of armies, the scrapping of navies, and the abolition of police. Nor that they will accept the plan that has been suggested by an amateur statesman and recommend all the Powers to reduce their present armies and navies one-half. England is bound in honor to maintain a navy large enough to protect Canada, Australasia, India, South Africa, and Egypt, but has already reduced her army to proportions adequate for present needs. France has no need of a large navy, but must maintain an army sufficient to protect her people from a war-infected neighbor on her border. We may hope, however, that the Conference will do more than merely recommend plans for limiting the instruments of war; that it will do something to provide a substitute for war and something to remove, or at least lessen, the causes of war.

We hope to see it urge all civilized nations to adopt as their own the International Court already organized and agree to refer to it any controversies which may arise between them. We hope to see it take into consideration some of the issues which, if left undetermined, may easily become causes of war. One of our correspondents has put the need of the hour clearly and forcefully in two sentences: "It will not suffice merely to stop building and go on suspecting and quarreling. There must be a substantial understanding to remove ill will." Some of the questions on which such an international understanding is greatly to be desired are the following:

What is meant by the "open door"? Cannot some agreement be reached for the observance of an "open door" policy in the East?

What are the duties of civilized nations to undeveloped nations and backward peoples?

Is there a parallel between the relation of Japan to Asia, and the relation of the United States to North and South America as defined in our Monroe Doctrine?

Have the civilized nations any duty to unite their forces in protecting a defenseless people against unprovoked attack if ever again an uncivilized nation should venture on such an attack?

The Administration has wisely left the Conference to determine for itself what topics it will take up, and we may well hope that it will find common principles upon which the civilized nations can co-operate in the future. It is true that this Conference has no *power*. It cannot legislate, it can only recommend. But if its delegates come together animated by a common purpose to secure, not merely a world peace, but a world justice, we may hope that its deliberations may mark a progress towards such international co-operation as has never before been achieved, perhaps never before attempted.

LYMAN ABBOTT.

NO PLACE FOR BOYS

THE OUTLOOK publishes in this issue an article by an ardent friend and supporter of the Plattsburg idea. But Mr. C. K. Taylor is not only a friend of the Plattsburg idea—he is also a friend of boys. His experience with boys of all ages, his scientific studies of the problems of adolescence, and his familiarity with military life both in peace and war, lend an authority to his statements which cannot be denied.

The Outlook has also, since the inception of the Plattsburg Camps, been a firm supporter of this movement. It also hopes that it can be regarded as a friend of boys. On both these counts it heartily supports Mr. Taylor's plea for a radical change in the programme of the Plattsburg Camps for next year. It is not our purpose here to give a detailed résumé of what these changes should be. It is sufficient to say that we are entirely in accord with the recommendations made by Mr. Taylor.

Mr. Taylor's arraignment of this year's programme for boys at Plattsburg is not one to be lightly dismissed. If the War Department permits the present system of handling boys in military camps to continue, it will run the risk of casting into disrepute the present promising plans for the building up of a voluntarily trained officers' reserve. The Plattsburg idea is too valuable to be endangered by the willful disregard of common sense in the handling of immature boys.

The mistakes of 1921 must not be repeated in 1922.

THE THREATENED RAILWAY STRIKE

WHAT happens to a country when its railways break down can be seen in Russia. Nothing approaching that seems possible in America; but if the American railways should actually cease to operate for any great length of time the consequences would be as much more appalling than those in Russia as our railways are more highly developed than the Russian railways and are more involved in the life of the people. Deliberately to paralyze the railways of this country is to make an attack upon the people of the country.

It was therefore with something like

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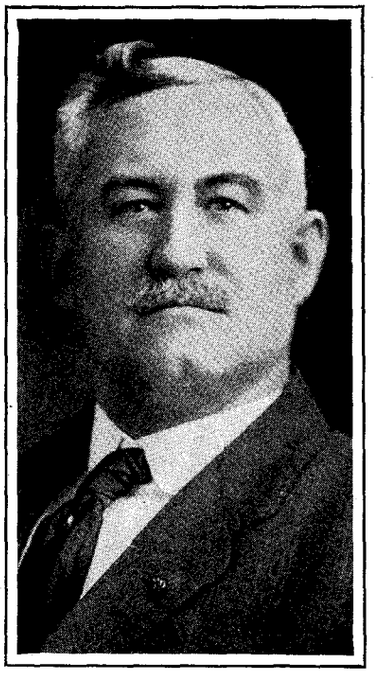
consternation that the American people read in their newspapers of October 16 the announcement that the five chief unions of railway employees, known as the Big Five brotherhoods, had received from their officials an order to begin a strike on October 30. There are somewhat less than two million men actively engaged in working on the railways of the United States. Of these, about half a million men belong to these five brotherhoods, comprising trainmen, firemen and enginemen, conductors, engineers, and switchmen, respectively. All of these men are engaged in the operation of trains; but there are hundreds of thousands of other men engaged in work either directly connected with the operation of trains or necessary for the maintenance of properties or for the conduct of the business. There are, for instance, the signalmen, freighthandlers, telegraphers, shopworkers, machinists, electrical workers, besides many others. The unions comprising most of these other employees have been represented by their officials in conference with the heads of the Big Five; and it has been announced that these others will join the strike, so that the strike order will involve nearly two million men—virtually the entire body of American railway employees. Nothing quite like so general a strike, with the possible exception of that announced in 1917 just before the passage of the Adamson Law, has ever been threatened. Last spring Great Britain had to deal with a general railway strike; but there the territory involved is very small compared to that involved in this case, and it was consequently possible to resort to automobile transportation to an extent quite beyond that conceivable in the United States. Even in Great Britain, where the problem is thus simplified, there was a very serious disturbance to the economic life of the nation. The corresponding paralysis to railways in America would create a much more serious economic disturbance. People in the country districts are to a large extent self-sustaining, and, though they would feel the inconvenience and loss occasioned by any stopping of the railways, they would be the last to suffer hardship; but the people in the cities and towns cannot live without the supplies that the railways bring them, and business could not long survive a complete stoppage in the transportation of goods, mails, and passengers.

According to the reports which, as we go to press, still remain unofficial, the railway unions for the purposes of this strike have divided the railways of the country into groups and have ordered the men to go out a group at a time. The men in Group I, comprising such roads as the Southern Pacific, Northern Pacific, the Seaboard Air Line, Southern, and Rock Island, are to go out at six A.M. October 30; those in Group II, comprising the New Haven, the Frisco, Louisville and Nashville, Nickel Plate, Erie, Santa Fé, Atlantic Coast Line, Lackawanna, Lehigh Valley, and others, are to go out on November 1. The men in Group III, including, among others, the Burlington, Chesapeake and Ohio, New York Central, Boston and Albany, Baltimore and Ohio, Rio Grande, Illinois Central, Great Northern, and Big Four, are to go out on November 3. And the men in Group 4, including, among others, those on the Pennsylvania and the Boston and Maine, are to go out on November 5. Some of the men belong to organizations that voted against a strike, and these are not required to go out, but it is expected that when the other men go they will go also.



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W. G. LEE, PRESIDENT OF THE BROTHERHOOD OF RAILWAY TRAINMEN

While the text of the strike call, dated Chicago, October 14, occupies nearly a newspaper column, it does not give the reasons for the strike. A statement made by Warren S. Stone, President of the Brotherhood of Locomotive Engineers, on October 17, however, gives reasons which, though unofficial in form, are stated with authority. Mr. Stone ascribes the strike to a series of events culminating in the application by the railway executives to the Railway Labor Board for authority for a future reduction of wages. This strike will never be justified on any such ground as that. To institute such a disaster to the country because the railway management was going to apply to an impartial board for a decision not yet made would be to trifle with the country. The real reason is very much deeper than that.

During the war all wages went up; but none advanced to the extent and in the manner of those of railway employees. Not only did the increase amount to something like one hundred and seventy per cent, but the new rates were fixed by Government authority so that no reduction was possible without a most thorough kind of hearing. This was because the Government was in charge of the railways, and Government, particularly in war time, is notoriously indifferent to expense. It was not the Government's purpose or its business to make the railways pay. Naturally, railway employees liked this arrangement very much. They found the Government an easy-going and generous employer, and they disliked the idea of seeing the roads turned back to private ownership and operation. Moreover, while the roads were under Government management there were set up certain rules and regulations which affected the classification of labor and provided rates of pay for the different classes. These rules and regulations were known as the National Agreements, because they were made by agreement between the Government and the heads of the labor unions. When the Government turned the railways back to company management, not only had the properties depreciated, but the arrangements made with labor as to wages and regulations were a very heavy charge upon the railways' revenues and a handicap to the management. Railways in different parts of the country where labor costs were different and conditions were variable had to observe a common National regulation. Much to the regret of the men, the Railway Labor Board on April 14 abrogated these National Agreements. Thereafter the railway unions had to arrange with each road how the labor should be classified and regulated. In the meantime there had been disagreement with regard to the proposed reduction of wages. While other concerns were facing the necessity for cutting down expenses, the railways had increased wages at as late a date as July, 1920. The railway managers declared that it was impossible to reduce freight rates to bring back conditions to anything like a normal order unless wages were reduced. The unions naturally protested. They had wanted the railways to remain in the hands of the Government and would welcome any return of the railways to Government control. They had urged the adoption of what was known as the Plumb Plan, which would have handed the railways over to the joint management of the Government and the railway employees themselves, and they did not like the

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Esch-Cummins Act, which turned the railways back to private control under Federal regulation. Consequently, when it was argued that if wages were not reduced the railways would have to go into the hands of the Government as a receiver, the railway unions replied that that was an argument, not for reducing wages, but for Government receivership and the Plumb Plan. Nevertheless the Railway Labor Board (composed of three members representing the railway management, three the employees, and three the public) ordered a reduction in wages of 12 per cent. This did not offset the last advance that had been made in July, 1920, but it was made with the obvious expectation that railway rates would be correspondingly decreased. The men had been told that reduced railway transportation would bring down the cost of living for everybody, themselves included, and therefore, while a reduction of wages was necessary, it would ultimately cause them no hardship.

This reduction was ordered on June 1 and went into effect on July 1. There was, however, no corresponding reduction in rates. That was something that the Railway Labor Board could not control, for railway rates are in the hands of an entirely independent body, the Inter-State Commerce Commission. It is true that there have been certain railway rates reduced, but there has been no general reduction on a National scale. The men naturally feel that at their expense the railways have been relieved of some $400,000,000 in the yearly wage bill, without handing on that reduction to the public. They see, moreover, less chance than ever of a reversion to Government management unless the railways can be forced into bankruptcy. When, therefore, the railway managers notified the unions that they were applying for further wage reduction, the union leaders, in response to a strike vote of 90 per cent majority, issued the order, which, unless revoked, will take the men out between October 30 and November 5.

The most important men of the unions are William Granville Lee, of Cleveland, Ohio, President of the Brotherhood of Railway Trainmen, and Warren S. Stone, President of the Brotherhood of Locomotive Engineers. Mr. Stone is a man of commanding presence, vigorous speech, of strong religious convictions, substantial in character and self-controlled in conduct. Mr. Lee, who has been professionally prominent in this strike, is sixty-two years old, was educated in the public schools of Chicago, and has been brakeman and conductor on the Atchison and Union Pacific railway systems. He has not been supposed to represent the tendency toward radical doctrines. He is reported to have said that he used every influence to avert the strike on the wage reduction of July 1. "I prefer," he is reported to have said, "to accept that reduction with an assurance that there will be no further wage reduction or change in our working rules for a reasonable period." He also cited reasons why the men might expect wage reduction and find it unwise to strike: namely, the unprecedented wages and working conditions since 1918 were granted to employees because of the increased cost of living due to the war; now nearly all kinds of labor have been forced to accept reduced rates of pay; there are, according to Government reports, more than 5,000,000 men out of work in the United States; and there is a reduction of some fifteen per cent in the cost of living.

These facts, recognized by Mr. Lee, seem to us to make it evident that the unions have chosen a most unfavorable period for a strike. There is a proportionately small amount of goods for export to be moved, so that the demands for railway transportation are less than usual, while there is an exceptionally large number of former railway men out of work who can take the strikers' positions. Moreover, for the sake of gaining some possible advantage, the members of the striking unions are risking the special protection which the Esch-Cummins Act of 1920 gives them in return for continuity of service. Still further, these unions are proposing to inflict hardship upon the public at a time when that hardship will be specially hard to bear, and thus are likely to alienate public sympathy. No strike in recent years has seemed more obviously inexpedient.

But, inexpedient or not, the strike is not justifiable. If it is taken because of the wage reduction of July 1, it is in defiance of the law. That law is most considerate of the interests of railway employees. No other body of men that we know of has its wages and conditions of work so thoroughly safeguarded by law as the railways' employees. The men had every chance to state their case before an impartial and official body. The decision rendered cannot in any degree be considered prejudicial to the interests of the men. As a tribunal the Railway Labor Board functioned legally and with the utmost regard for the welfare of the men. Because of the protests of railway employees before Congress, there was not incorporated in the law an anti-strike provision; but if the men are striking against that decision of the Railway Labor Board, the public will have good reason for regretting that there was not an anti-strike provision in the law. If the men are striking against a proposed future wage reduction, their strike is unjustifiable. The railway managers have a perfect legal and moral right to apply for a further wage reduction. If, for example, the men should apply for a wage increase and the managers should retaliate by discharging the employees who applied for it, the case would be parallel and the action of the management would be equally unjustifiable. If the men are striking, as some have reason to suspect, because they wish to force the railways back to Government control and management, the strike is even more unjustifiable. To attempt to bring about a political change by economic duress is tyrannous.

The railway managers, however, are not themselves altogther free from responsibility. Under the law, although there was no statutory guaranty of dividends, there were provisions which made railway investments a good deal safer than the investments in ordinary private businesses. The railway managers, it is true, have not been able to turn over to shareholders the big profits that some private enterprises made; but they have not had to take the risks that others have incurred, and they have been protected by the fact that the Government has authorized the rates which they might charge. The fact that they have taken no adequate steps to bring the railway rates down, even though the wages have been reduced, and have proposed a reduction in rates only in case a further reduction in wages is made, indicates that the railway managers have not yet properly gauged public opinion. One of the most enlightened of railway managers recognizes this fact. General W. W. Atterbury, Vice-President of the Pennsylvania system, declares that though the railways are not earning what they should, or what the law intends that they should earn, they would do well to reduce rates in order to restore business, even though the results might temporarily check their own fortunes. He would translate the wage cut of July 1 into a reduction of freight rates, rather than merely a promise of something for the future. He would withdraw the request for further wage reductions for the present, and he adds:

> In view of the enormous destruction of property values, the deadly blow to slowly reviving business, and the appalling human privation, suffering, and death that will follow in the wake of a tie-up of the country's transportation system, the people should bring to bear upon both parties the pressure of an impartial public sentiment.

In this strike there are at least three distinct issues. One is an issue of economics, one of politics, and one of social morals.

The economic issue is that of adjustment to normal conditions. After every

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war of any consequence the process of replacing destroyed wealth with new capital and restoring the scale of reward for labor to a normal basis has always involved hardship. In these days such restoration is dependent upon great basic industries, the chief of which is transportation. This strike, like the one in England, is a natural symptom of an inevitable economic readjustment. The sooner the railway employees of the country realize that that readjustment must be made, the less will they and others suffer in the process. If the leaders of the railway unions were statesmen, they would see this and enable their followers to see it too.

The political issue is that of Government ownership and operation. That issue is not officially stated by the railway employees and their leaders. There is no doubt, however, that much of the pressure in favor of the strike has come from men who want something like the Plumb Plan instituted. A strike carried on for the purpose of making a political change is really an attempt on the part of a minority to intimidate the majority. Every such strike ought to be resisted by those who value their liberty.

The moral issue is the chief one—it is the issue of the right of the public to paramount consideration in any quarrel between any two groups within the public. It is the old issue that has arisen time and again within this country. Forty years ago it was the railway owners and managers whose attitude was that the country had no rights which they were bound to respect. That issue was fought out and under the Administration of President Roosevelt culminated in a decision in behalf of the public. On another page we print a letter from him to the Editor-in-Chief of this journal laying down the principle as it applied to the anthracite industry. That issue so far as it concerns the railway managers and executives was settled. But since then the issue has been raised between the public and the powerful bodies of railway employees. In some way the responsibility of these bodies to the public must be insured, if not by the incorporation of their unions, then by some plan which is better if such a plan can be found. When in 1916 the country yielded to the railway unions and Congress passed the Adamson Law to avoid a threatened strike, the country lost, but labor lost even more, for from that time organized labor has found itself continually on the defensive before the bar of public opinion. This threatened strike affords a fitting occasion for the country through its Government to make it clear that the common interest is paramount to the interest of either management or labor.

THE RAILWAY STRIKE

TWO LETTERS THAT THROW LIGHT ON THE QUESTIONS INVOLVED

IN The Outlook of August 31 there was published an article by Sherman Rogers on the endeavor of the Pennsylvania Railroad to introduce the shop representation plan for the settlement of labor disputes. The same issue contained a letter from General W. W. Atterbury, Vice-President of the Pennsylvania road in charge of operation. On September 10 we received a letter from Mr. H. S. Jeffery, the counselor of the Legal Department of the Philadelphia-Camden Advisory Boards of the American Federation of Labor, asking if The Outlook would publish in reply a statement on behalf of the employees. We answered as follows: "We should be glad to print in The Outlook a letter signed by a responsible official, which would be a statement of the employees' side of the controversy with the Pennsylvania Railroad. The letter must not be longer than Mr. Atterbury's, that is to say, about a thousand or twelve hundred words." Mr. Jeffery responded that Mr. N. P. Good, President of System Federation 90, an organization which represented approximately ninety per cent of all the employees of the Pennsylvania Railroad working in the shops, engine houses, instruction pits, etc., would send us in due course the letter for which space had been requested. We append Mr. Good's letter:

PENNSYLVANIA SYSTEM LINES
System Federation No. 90
Affiliated with the Railway Employees' Department of the A. F. O. L.
E. E. Pittsburgh, Pa.
October 14, 1921.

My dear Mr. Abbott:

Replying to your letter of the 4th inst., which I appreciate very much, and regret the delay in answering which resulted from my illness and other unavoidable circumstances. I had received a file of correspondence between the office of The Outlook and Mr. H. S. Jeffery, Chairman of our Local Advisory Board at Philadelphia and Camden, and was somewhat surprised to learn that he had presumed to make these arrangements without at least having first consulted me; however, it was my intention to request the privilege of having you publish a statement in behalf of the Shop Craft employees on the Pennsylvania System, for the large majority of whom I have authority to speak.

We do not understand that the officials of the Pennsylvania Railroad System "have gone all the way" in eliminating restrictions giving them a dominating hand, since the plan under which they are now endeavoring to operate is being forced upon the Shop Craft employees against the will and wishes of a large majority. This is evidenced by the fact that when the ballot providing for the election of individual representatives was submitted to the employees in the four Regions, exclusive of the Altoona Works, only 10½ per cent of the 33,104 employees said by the company to be eligible to vote exercised their right to do so, and 89½ per cent signified their unwillingness to accept this form of government by refusing to have anything to do with the ballot.

It has been charged by the Railroad officials that this was largely due to orders issued by the officers of System Federation No. 90, directing their membership not to vote, but this is incorrect, since all of the letters and telegrams sent out from this office, copies of which are in our files, show that they were not directed to refuse to vote, but that they were counseled against doing so, this being not only our privilege but our duty as representatives, and surely cannot be justly questioned by our bitterest opponent. It might also be proper to say that the advocates of the "Individual Representation Plan" were also active in soliciting support, so that there seems to have been the same effort displayed on both sides, for and against Mr. Atterbury's plan of representation.

System Federation No. 90, through its officers, has at all times endeavored to avoid forcing upon the Shop Craft employees a plan of government objectionable to them, and at our conference with representatives of the Pennsylvania Railroad management in Broad Street Station, Philadelphia, Pennsylvania, May 24, 1921, following the issuance of the United States Railroad Labor Board's Decision 119, when the management first presented to us their plan of selecting representatives, we took exception, and in the following manner endeavored to have submitted to all Shop Craft employees an opportunity for them to select such a plan of government as they desired, by:

1. Proposing a ballot giving the employees the right to select by a majority vote whatever organization they desired to have represent them. This being refused by the management, we proposed:

2. The modification of the company's plan so that the ballot would include the right of the employee to select either an organization or individual, which was denied, when we also proposed:

3. The postponement of a ballot and

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suggested joint submission of our differences of opinion to the United States Railroad Labor Board, requesting an interpretation of their decision.

These several plans were refused by the management, and we were subsequently required to make an *ex-parte* submission to the United States Railroad Labor Board, who in their Decision 218 supported our second proposition and declared illegal all ballots taken prior to that time, and all rules and regulations alleged to have been negotiated with representatives claimed to have been elected on these ballots; the Board ordering that a new election be held.

This the carrier has so far refused to do and is ignoring the wishes of the 89½ per cent of their Shop Craft employees, and is endeavoring by some of the most unfair and objectionable means to make it appear that this majority has since approved of the so-called schedule of regulations. The following are some of the methods used in an effort to secure these results:

Employees who were laid off in the late reductions in forces and were denied the right of franchise in taking the ballot were given an opportunity to return to the service prior to the time that any new employees were engaged, but before being allowed to go to work they were compelled to sign a statement approving of this schedule of regulations, and if they refused were denied the right of employment. At other points employees in active service were required to sign similar acceptances, and if they refused to do so were discharged from the service.

The above and various other plans have been adopted for the apparent purpose of coercing those opposed to the plan adopted by Mr. Atterbury and so heartily indorsed by Mr. Rogers, and a threat of closing down or moving the shops where particular opposition is met has become so frequent as to be almost general.

Contrary to the thought of both Mr. Rogers and Mr. Atterbury, I can see no similarity between the plan proposed by the Pennsylvania management and the plan of government on the Australian ballot used in city, State, or National elections, since the voter is, under that form of government, privileged to vote into or out of existence any officer of law, while on the ballot submitted by the Pennsylvania Railroad it was only possible to vote into existence a certain plan of government, and the opportunity was denied the employees of refusing the plan and of voting into existence in its stead a plan of government and representation acceptable to a majority of those affected.

There is no foundation for the assertion that we are trying to secure representation through individuals not employees of the Pennsylvania System, notwithstanding Mr. Atterbury on his appearance before the Labor Board, March 22, 1921, relative to the continuation of rules and working conditions having said that, after representatives of the carmen selected by his employees had dealt with the Railroad officials to and including the General Managers, who, he states, would meet "altogether as a whole," Mr. M. F. Ryan, International President, Brotherhood Railway Carmen of America, would be perfectly welcome should he desire to come in and assist the employees in the development of their rules and working conditions.

Finally, it has never been and is not now the desire of System Federation No. 90 to impose upon the carrier or the public an undue hardship or demand rights and privileges not provided for under Government laws, particularly as specified in the Transportation Act of 1920, and upheld by the Railroad Labor Board in Decision 218 (Docket 404).

We have every confidence that if the public, which is said by Mr. Rogers to be extremely favorable to the Pennsylvania Railroad plan, is permitted to understand both sides of the controversy it will undergo a complete change in its attitude.

Thanking you for your courtesy, I am

Very truly yours,

N. P. Good,

President, System Federation No. 90.

To Mr. Ernest H. Abbott,
Secretary of The Outlook Company,
381 Fourth Avenue, New York City.

While recognizing the courteous and conciliatory spirit in which Mr. Good's letter is written, we do not think it makes a strong case. It originates from an official of the American Federation of Labor. The sub-conscious, and often the definite and conscious, motive of the American Federation of Labor is to organize all workers in each craft into one big union. They do not want labor disputes settled locally, but Nationally. Mr. Good says that, while the members of the shopmen's union were not instructed to refrain from voting, they were advised to refrain from voting. The power of the union has become so great that every intelligent man knows what such advice means. Mr. Good refers to the function of the Australian ballot in our political institutions. Elections in the American democracy are determined by the majority of those voting. Those who refrain from voting have no right to complain of the result of an election. Mr. Good's letter does not deal directly with the threatened railway strike which we treat editorially elsewhere. It does, however, indicate that there is a fundamental antagonism between the leaders of organized labor and the railway operators. It is this antagonism with which the public at large has sooner or later got to deal.

The second letter was written to the Editor-in-Chief of The Outlook by Theodore Roosevelt at the time the Adamson Law was passed. It stated certain principles regarding the labor problem in public utilities which are just as pertinent now as they were when the letter was written. If the American Republic is to endure, no one class can ever be permitted to control the life and destinies of the great body politic.

September 2, 1916.

My dear Doctor Abbott:

I hope you liked my speech at Lewiston. I wish to express my obligation to you for the admirable suggestions you made to me, and which I worked into the latter part of the speech.

Now a word as to the action of Wilson in the railroad strike matter. I had prepared an interview to give out, and read it to Gilson Gardner, and then on talking it over with him and two or three others, came to the conclusion that it would do no good, and might embarrass Hughes, and might also interfere with Wilson and yet without accomplishing anything myself. In case of doubt as whether to speak or remain silent, it is better to be silent, so I kept silence! But I feel very deeply and very indignantly at what Mr. Wilson has done. I think it is as foolish and as wicked to back any labor union which is wrong as to back any great corporation which is wrong. It makes no difference to the State whether we suffer from a White Terror or a Red Terror; whether the tyranny is that of the ministers of Louis XV, or that of Robespierre, Danton, and Marat. I have a right to say what Wilson should do; because I would ask him to do nothing more than I did at the time of the anthracite coal strike. Then the mine-owners said there was nothing to arbitrate. I got the consent of a commission, with Grover Cleveland at the head, to serve, and arranged for the United States Army to run the mines if there was any delay in accepting the arbitration. In such cases the three parties in interest are 1, the property owners; 2, the laborers; 3, the public; and the President should act primarily as the representative of the public, of the people of this Nation as a whole; for this is a National question. Here I should tell the railroad owners and the heads of the Brotherhood that I would appoint a commission which would have included men like Raymond Robbins and Patrick Morrissey, and that every question, including the eight-hour-law question, without any reservation would be put before that commission, and that I would tolerate no action by Congress in advance of the report of that commission, and that I would tolerate no tie-up of the transportation systems of the country, and that I would use the entire armed forces of the country, if necessary, to run the railroads pending the decision of the commission. I would have also stated that I would see that the commission had the power to interpret and enforce its decrees, so that the men need have no fear that the railroad managers and owners would twist that arbitration so as to bear against them. I would also have had the commission look into the whole question of rates, which must necessarily be considered in connection with the question of wages, and of interest charges, and of salaries to managers. As an incident to

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this, it would be necessary to look into the question of capitalization. I do not believe there should be any attempt to upset or penalize over-capitalization which occurred a number of years ago; but, without attempting to draw an exact line, I believe that any cases of over-capitalization in the last few years should be severely penalized; for all of the public have had full notice during the last few years that over-capitalization was one of the elements which would have to be dealt with in handling the railroad problem; and it was their business before subscribing to the bonds or stock under these conditions to take thought of what they were doing.

Faithfully yours,

THEODORE ROOSEVELT.

Dr. Lyman Abbott,
381 Fourth Avenue,
New York City.

THE ITALIAN STANDPOINT

SPECIAL CORRESPONDENCE FROM ROME

BY CHARLES HENRY MELTZER

IT is a misfortune that our statesmen rarely travel. They go the round of the United States of course, the more adventurous of them, while now and then one finds a man like Mr. Hoover, who has a world-wide outlook upon life and manners. But, as a rule, even our foremost lawmakers are cabined, cribbed, confined, by local viewpoints. If they could only look at international politics, not from the standpoint of their own beloved State, but as outsiders do, they might, indeed, have many shocks and some surprises, but they would learn some truths and see the world more sanely.

They would be pained, perhaps, in Italy, for instance, to find that the Italians feel that *they* "won the war," not we. This conviction is so rooted in their minds that it has changed them in a far from pleasant way. They are not disposed to adulate Lloyd George, and, I regret to say, they seem cold to President Harding. Their national motto, "*Italia farà da sè*" is just at present being taken in dead earnest. You cannot make them understand—they will not hear of it—that the United States has a monopoly of wisdom. They are inclined, I fear, to question our sincerity. And, since our rulers checked Italian immigration, they have even been sneering at our boasted love of freedom.

They are sore and have been angered by our prohibition laws, which have spelled grievous loss to one of their great industries. They resent our chill aloofness from the misery and distress of the Old World, and they are skeptical about the coming Conference. They do not like being treated as mere satellites of France, America, and the United Kingdom. And, at the back of their Italian heads, I fancy they are less friendly to all three than to the Germans.

This is of course not the official attitude. It is the attitude of the Italians "in the street." You see, in times past the smart Germans helped them greatly, more especially with capital. Their Latin cousins hurt their patriotic pride in other days when they kept Nice—or, as they think it should be, Nizza—and they are rivals still in politics and trade.

As for Lloyd George, his harsh and patronizing way of treating Italy has caused a good deal of ill feeling in this country. He has offended them by many nasty pin-pricks. He has fretted the Italians by his virtuous doubts as to their right to the small island of Sasseno. If the Albanians have agreed to their retention of that quite important outpost, why should Lloyd George even question their position? To Italy the possession of Sasseno, facing Vallona, means something vital. It is the key of the whole Adriatic problem. They remember that the British have not yet given Spain Gibraltar.

More serious, as Italians see the case, is the pro-Hellenism of the British Premier. Though nominally neutral in the wretched war now going on in Asia Minor, they know that Britain is assisting Greece by exporting guns and ammunition to the opponents of the pesky Kemalites. Between the Italians and the Greeks there is much jealousy. So, on the whole, here they would shed no bitter tears if the Turk leader got the better of King Constantine.

The dear, kind Germans are exploiting the vague unrest of their ex-ally. They are telling her that "Codlin's the friend, not Short." Their millionaires are investing money freely in Italian industries and doing everything they can to re-establish their lost influence. Being clumsy in their methods now as always, they have excited some alarm here by their tactics. The Krupps and Stinnes and the rest have shown their hands too much, and for the moment they are viewed with some suspicion. But in a month or two they will resume their game. They know that the Italians must have capital. If the United States and Britain do not give them what they need, why, the kind Germans will not leave them in the lurch. And they will not neglect to flatter their ex-ally. They know the weak spots in the Italian character. They have been buying big concerns in many fields here. And they will buy more if they only get the chance.

The Italians have financed themselves successfully enough so far, though, in the development of their remarkable film enterprises. I have seen "movies" here which put our own to shame. Before long, synchronistic talking cinemas may be perfected—if they are not now—in Rome. One of the most amazing films yet planned in Europe will soon be shown in Florence and in other cities. It is devoted to the life and times of Dante. While many of our big American film managements are wasting time on poor and foolish "pictures" a new firm, with the name of "Visioni Italiane Storiche" (for short, V. I. S.), is now rehearsing at Ravenna and in Florence a really beautiful and most impressive effort to revive the story of the great poet who created the "Inferno." Historians, artists, poets, archæologists, have reconstructed conscientiously and ably the leading episodes in Dante's strange career. Near Florence they have rebuilt ancient churches, gates, and houses of the Trecento period, trained little armies, and suggested mystic visions. The love of Beatrice and Dante has been handled with poetic charm. And the result should be a marvelous evocation, a tribute to the genius whose sixth centenary will by the time this reaches you have stirred all Italy.

This film is only one of many tributes paid this year to the most famous and inspired of the Italian poets. New "Lives of Dante" and new treatises of various kinds by Dantologists are on sale in all the bookstores. At Ravenna, where the celebration of the death centenary is to be particularly ambitious, they are restoring and redecorating old monuments with which Dante has been identified. It will be strange, indeed, and very unlike him if the alert d'Annunzio does not step into the limelight once more in connection with the occasion. He has already gone back, as you may know, to literature, and has written a play which Sarah Bernhardt will produce some night in Paris. Mme. Sarah has always manifested deep interest in d'Annunzio's dramas. It was to her he sent the earliest of his plays, "La Città Morte," and I can still recall the impetuous words in which she once voiced to me her admiration of the then young Italian's work.

With his return to art d'Annunzio has, apparently, grown almost modest. Some nights ago he chanced to be in Milan. His Arditi friends had planned an ovation in his honor. But, to their chagrin, he declined to show himself. Which was perhaps as well. For the Fascisti might have stoned him.

Rome, Italy.

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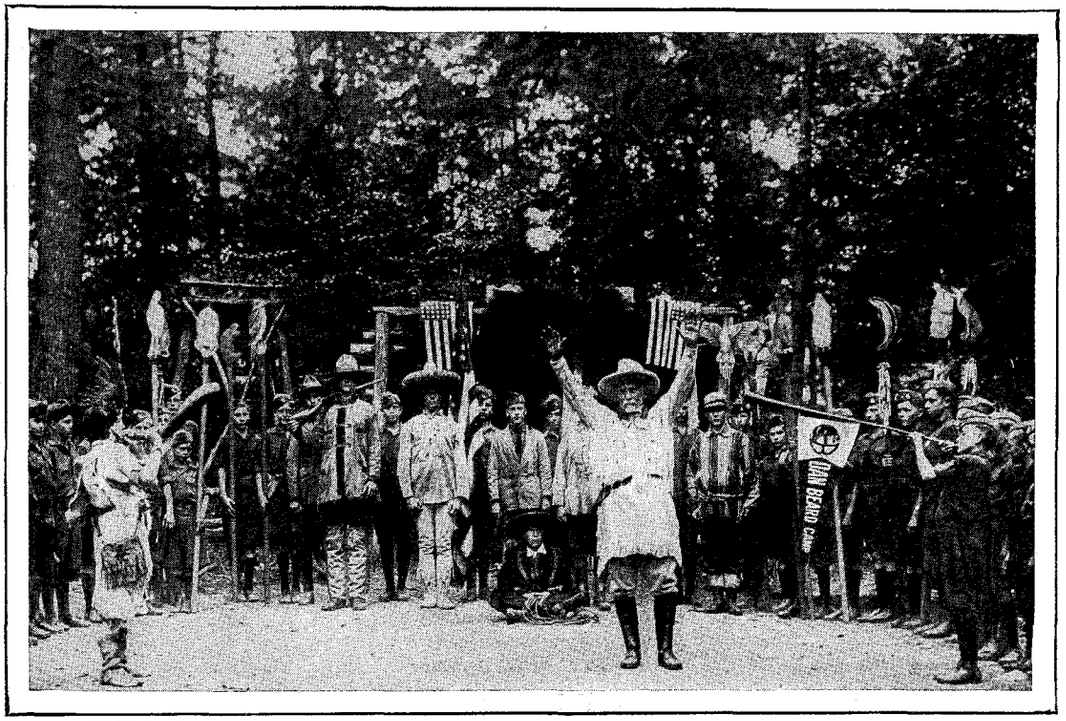
Keystone

HALLOWE'EN—A MISCHIEF-MAKER AND HIS CHEF D'OEUVRE

The time-honored custom of scaring folks who forget about Hallowe'en is sharply brought to mind by the above picture; both of these grinning villains seem planning to indulge their pranks on October 31 in some dark country lane. The pumpkin, illuminated by a lighted candle, will give a thrill to the most absent-minded wayfarer as it mysteriously approaches through the darkness



Wide World Photos

DANIEL BEARD AS FIRE WARDEN FOR THE BOY SCOUTS

Mr. Beard, widely known as artist, author, and sportsman, is offering the invocation at the Council Fire of the Boy Scouts of Pike County, Pennsylvania. Immediately following this ceremony the fires representing the four winds, or the Indian compass, were lit simultaneously on rustic towers by torches carried by the boys of the group, under the direction of the fire warden

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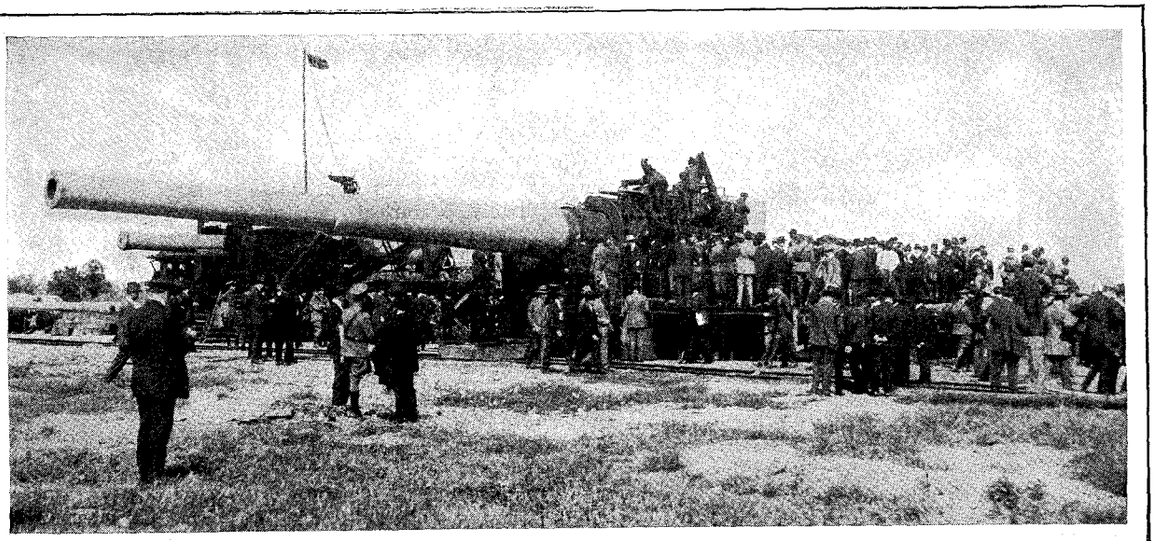
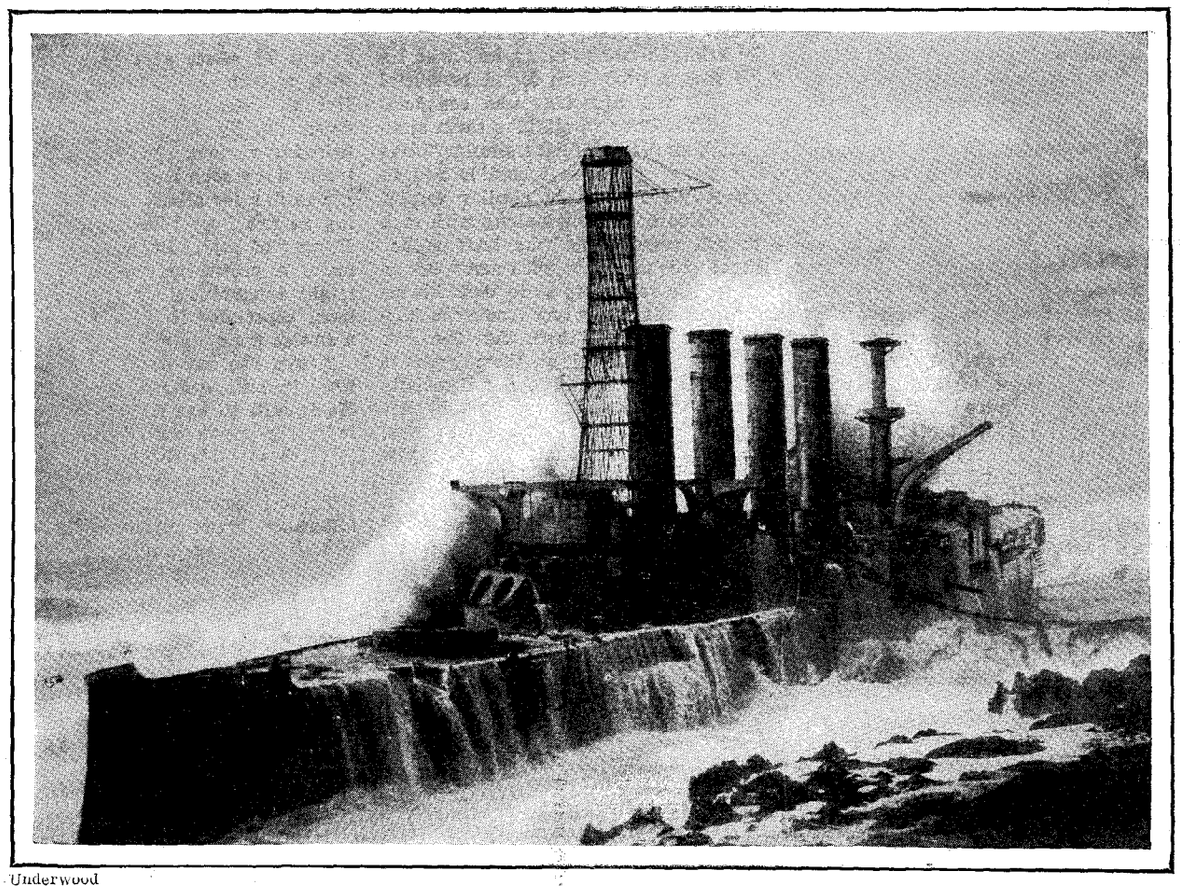
PLAY AND WAR



Wide World Photos

THE NEWEST THING IN ARTILLERY FOR THE UNITED STATES ARMY

This powerful gun, which was developed during the war, has recently been tested at the proving grounds at Aberdeen, Maryland. It is described as a sixteen-inch railway mount rifle. The occasion was the third Annual Convention of the Army Ordnance Association. Many other new types of guns were shown



Underwood

A BATTLE WITH THE ELEMENTS

Since it went ashore on the beach off Santo Domingo in March, 1916, this United States cruiser, the Memphis, has stood like a veritable fort against the storms of the Caribbean. This photograph was taken at the time of the equinoctial gales of September, 1921, and shows how strenuously the waves are assaulting the old cruiser. She still stands erect, a monument to the solidity of American shipbuilding

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BOYS AND MEN

ONE OR TWO TRAINING PROBLEMS

BY CHARLES K. TAYLOR

DEAN OF CARTERET ACADEMY, ORANGE, NEW JERSEY

WHEN one starts an argument, it is good policy to begin with a statement that no one is likely to deny. That gets one over the embarrassment of starting. All right, and here is the statement:

BOYS ARE NOT MEN

That seems obvious enough, in all conscience! One would have to be excessively blind and stupid not to understand that, you may well remark, for aren't boys clearly smaller than men? and younger? and do not most boys wear short trousers? And so on. I think we will agree, from feministic sentimentalist to the most narrowly groove-running militaristic old-time colonel, that, after all, boys are not men. Well and good. Now let us proceed and qualify the matter a little, and see if we can't stir up an opposition. Here it is:

BOYS ARE NOT MINIATURE MEN

Promptly up goes a combined protest—a regular duet! On the one hand are the sentimentalists—we find them, male and female, edging their way even into our educational institutions, not to speak of starting schools of their own!—who declare that boys are individuals, just as men are, and that their characters are their own, just as are men's, and that *therefore* those same characters are inviolable, because they *are* theirs, and not to be interfered with. Not only so, but *therefore* (I never could see where the "therefores" came in)—but therefore they should have rights and privileges not greatly differing from those granted to men.

In a school run by some of these enthusiastic, if erring, folk the writer once beheld a small boy raising a tremendous disturbance all by himself, distracting of course the attention of all the rest. When the writer inquired if individuals were permitted to upset a whole group in such a fashion, the reply came quick as a thunderclap: "And who are *we* to interfere with a child's expression of his own individuality?"

In such schools they are likely to attribute to the boys the qualities of grown men, with almost identical characteristics, inhibitions, tastes, and so on. And when chaos ensues (or the neighbors complain to the police) they never blame it on their theories—heavens, no! And they don't believe in a personal devil, and so cannot blame the failure on that convenient scapegoat. But we cannot spend time just now with the sentimentalists. And, anyway, the result of their own theories usually crowds them off the stage with great promptness. It must be a great consolation for them to know, when out of a lot of normal boys they develop a set of willful, anti-social egoists, that, fortunately enough, if the experiments fail no one suffers but the children!

And this brings us to the diametric opposite—the militaristic colonel who, for our convenience, will kindly represent the small but highly oratorical group that insists on giving American boyhood all possible graces of mind and body by means of military training.

Many army officers, of course, and many thoughtful civilians realize clearly the very certain benefit that came to many young American men recently through military training—benefit in physical development, in the development of democratic feeling, and various other very obvious benefits. They see much gain coming to young men through a limited amount of military training, and promptly, without hesitation, prescribe the same kind of training for American boyhood. It works well with men, *ergo* it will do so with boys too! And so we have here and there drilling of Boy Scouts—quite contrary to the basic Scout idea—and various similar performances all the way to the highly preposterous compulsory military training of New York State boys from sixteen to eighteen years of age, a matter lately put into a well-deserved limbo.

In brief, there are many folk who believe that a procedure found beneficial with men will also be found beneficial with boys. They would give them similar drill, similar exercises, similar "talks on hygiene" (Heaven forbid!), and in summer place them in similar camps, if not actually in camps along with men—though some of us who have rather intimate acquaintance with army camps may well have doubts as to their fitness as habitations for young American boyhood! Let us say, then, that the folk believing in such things, from ignorant civilian to our friend the militaristic colonel, devoutly and sincerely hold that boys are in fact merely miniature men, possessing the same characteristics, possibilities (slightly reduced), tastes, inhibitions, and character staminas of grown men. That is how it was that last summer at Plattsburg and other places we found lads of sixteen and seventeen, some of them hundred-pounders in knickerbockers, right in camps with older men, with the same programme and same environment, and not one colonel of the lot, I dare say, realized that the difference between sixteen and eighteen in general view-point and character stamina is considerably greater than that between twenty and thirty years. Great heavens, Colonel, army camps are no places for kids of sixteen! You ought to know better!

Let us look into the matter with a little detail. "Boys are not men," we say. Not *miniature* men either. They have characteristics which are entirely proper for boyhood, but which radically change or are lost entirely as they grow older. A boy really passes through quite a number of stages of development on his way to maturity. So it is that a matter which might well appeal to a young man of nineteen might appeal very little to a boy of sixteen, or, on the other hand, it might appeal so very much more to a boy as profoundly to affect his very nature.

Of course a boy does not have a man's physical strength and stamina. Boys of sixteen cannot be matched against boys of eighteen when sheer muscular strength and endurance are required. To a physical trainer used to the physical development of boys the placing of immature lads of sixteen under the same régime, as far as physical exertion is concerned, as that appropriate for eighteen years and over comes near being an absurdity, if not almost criminal.

A boy of sixteen is still in the rapidly growing stage of his physical development. Steady but not too strenuous outdoor exercise is just what he needs Physical exertion such as would come through several hours of thorough military drill, with such mass calisthenics as is properly given in the army, is excellent in effect at twenty years and with a little moderation, at eighteen But at sixteen it would tend to wear down rapidly his reserve of stamina bringing various unfortunate if not actually dangerous results. Few exercises are as fine for all-around physical training as are long hikes, and for almost all ages of boys. But a hike that would make a grown man sturdy and hard might dangerously exhaust a lad of sixteen, especially if he were carrying a man-size pack.

Again, the boy of sixteen and seventeen is still quite flexible physically He is still in the formative stage, and infinitely more can be accomplished through individual training than when two or three years have gone by.

There is another and most portentous difference between the boy of sixteen and the young man of nineteen or twenty. The latter is practically mature while the boy has not yet completed the important phases of adolescence, and with quite a percentage of boys of sixteen this phase is not half over. For this reason an environment quite suitable for a man might well work infinite harm with an impressionable boy of sixteen. The boy may have had the best bringing up, and may possess the best principles. But his good habits have not become fixed as yet. Thus it is that a boy has not the moral stamina of a young man but a few years older. That is why one boy of bad character can have such a malign influence upon a large group of boys. One hears of whole

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schools undermined by one or two of this type. And where immature boys are thrown into contact with men of doubtful character—as would be inevitable in any large camp of men—the effect would be very unfortunate indeed; whereas men of bad character placed in companies or in camps with men of mature development would have no more influence than elsewhere. In the writer's own experience, lads of eighteen went to pieces easily in the army abroad because of influences whose effect was negligible with the older men.

Two companies come easily to mind. One had a large proportion of young men of eighteen and nineteen, and with them several men of very malign character. This company had an abominable record for behavior of the very worst kind. The large group of young men were greatly influenced by the older men of bad character. The second company also had two or three most undesirable men, but this company averaged well over twenty years and had but one or two under twenty in it, and its record was most exemplary, for the influence of the undesirable men on men of their age was almost, if not quite, nil. When this difference can exist at eighteen years, we do not have to imagine the still greater difference between sixteen years and maturity. And this is one of the greatest and most important of all differences—one that makes the army camp a fine place for men and a dangerous one for immature, adolescent boys. At the last moment, at Plattsburg, last summer the younger men and boys were segregated into companies according to age, a highly proper measure. But this did not meet with the two serious objections against having lads of sixteen and seventeen there at all; the one being the difference between the boy and the man in physical strength, and the other the still greater difference in moral stamina.

Let us emphasize the fact that boys are far more easily influenced by environment and training than are men, whose characters and habits of course are more or less fixed. So it is that an influence or a system that may sway men to a worth-while degree may move boys to an infinitely greater degree to their own undoing. To illustrate: Military training differs from all others in that the individual has no choice. His programme is planned for him. His life becomes largely mechanical. Of course we hear that one of the important parts of military training is physical training, but then we all know that it is more than possible to have excellent physical training without adding military features. Other valuable features of military training can be, and often are, equally, if not more, valuable parts of systems not military. The distinctive feature of "military" training is its mechanical character, the completely planned routine, and the dependence (an absolutely necessary dependence) of the individual upon a superior for all directions and permissions.

Now this very essential military feature is really excellent in its character-training value when used with young men of, let us say, nineteen and over, and even, to a more moderate degree, of eighteen. With them the main parts of their characters are more or less firmly fixed, and a rational amount of thorough military training will but tend to develop self-control, steadiness, a good "mental" posture as well as a physical one, and several other good qualities, not to speak—strange as it may seem—of democratic feeling that comes through the leveling of social distinctions.

A boy, however, whose character is not as yet formed and whose personality is still a changing entity can be profoundly influenced by a degree of military training that would work real benefit for his older brother. That is, the boy, being so much more flexible, is likely to lose much independence, much individual resourcefulness and initiative. He comes to depend *too much* on the machine and his superior officer. The whole influence goes much too far, and instead of a steady, self-controlled man we gain little beyond a rather easily influenced automaton.

The writer remembers an excellent example. An experimental boys' camp, in 1917, made itself thoroughly military. There was a great amount of drill, of mass calisthenics, and a machine-ordered day. Never in the long history of that camp was there shown less individual resourcefulness and initiative and capacity for self-help than was shown that summer, and the essential order of the camp was not satisfactory either.

In 1919 the whole camp was run on a different basis. Nothing was done for a boy that he could do for himself. He had to depend largely on his own initiative and resourcefulness even for his own comfort and happiness. Instead of hours of military performance, the interests of the camp settled around elementary field engineering, physical training, and the like. And never did the boys of that camp show more individual capacity along important and valuable lines; and as for actual accomplishment—well, they duplicated, full size, with little instruction and no actual help, every type of regulation foot-bridge made in the American Army in France!

In brief, then, a formal system working much good at twenty years will have to be modified, very often, at eighteen, and used very sparingly, if at all, at sixteen. Now even at sixteen a "touch" of the formal can have its uses. This same experimental camp, after its experience with the formal military régime, retained just enough of the formal to make possible an evening parade, done fairly well, and no more. That meant but a few minutes a day. A very different thing from the previous programme, you may be certain!

Finally, there is one more point that should be considered. Boys of sixteen and seventeen are likely to have normal and proper interests, well worth developing at that age, which lose in potentiality or die entirely by nineteen or twenty. For instance, the younger boy has a great impulse to construct things. He likes to build, to make, to put together. By experiment it has been found to wax very strong at sixteen and to die away markedly at eighteen. It seems likely, from the observation of many individual cases, that when this constructive faculty is developed when it is strongest the capacity is retained, and also that it is much more difficult to develop and train after eighteen. This being so, then there are possibly other kinds of training rather more important to a boy in the formative stage than military training. At this younger age there should come a great deal of construction work, like the making of foot-bridges, as mentioned, or barracks, or towers, or corduroy roads, or establishing camps, and the like. Actually, army field engineering can be taught more effectively at this age than later.

The younger boy, being more flexible physically, should have a considerable amount of individual physical training. The physical development of the average American boy is almost a National disgrace, and mass calisthenics, valuable as they are, will not fill the need.

A programme for the boy of sixteen or seventeen might well include the following interests and activities: Various kinds of engineering and construction, individual and group physical training, practical camp craft, sanitation, personal hygiene—not the army type of sex hygiene, Heaven forbid!—and training in the essential principles of efficient citizenship. And this last is a matter of far more import than many would be inclined to believe.

Now the idea of organizing such a camp for boys of this age is not new. We have only to refer to the excellent Plum Island Camp of but a few years ago to see an intelligent attempt to solve this very problem. It may well be that even at Plum Island the formal military was a little over-stressed, as was to be expected of a camp in war time. The beginning was there, however, of a marvelously fine idea—a camp planned for boys of the ages we have been discussing, and planned by men who *knew boys*, and run largely by men who *knew boys*. A very different thing, my dear Colonel, from the plan of last summer which put immature boys under men experienced in training men. Boys are *not* men, we can assure you! They are not men in physical capacity, in moral stamina, in general outlook, or in their interests, possibilities, needs, and limitations.

Let us, then, encourage as much as possible the training-camp idea for boys of from sixteen to eighteen, let us say, or even for the ages of sixteen and seventeen. Let it be planned and actually managed by experts in boy training, and have it open to boys of all financial classes, whether they can afford to pay for such an experience or not. And in such a camp we would create a National asset of no mean value.

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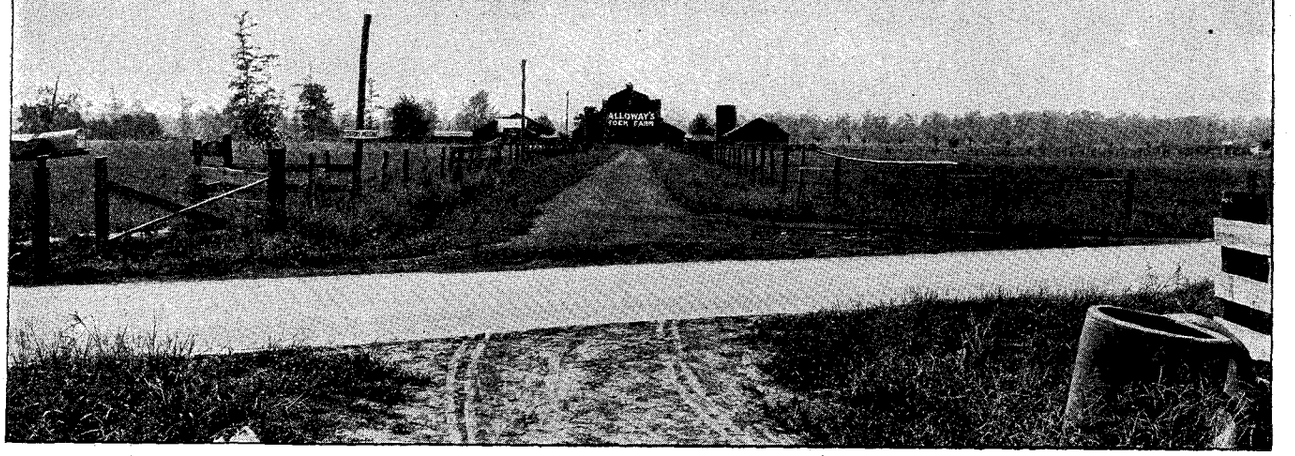
A DEFENSE OF ARKANSAS

BY SHERMAN ROGERS



AT THE CROSS-ROADS—THE OLD AND THE NEW

AFTER concluding a speech before the Oklahoma Bankers Association Convention, four months ago, I was introduced to the Secretary of the Arkansas Bankers Association. My mind immediately reverted to the stories published in the New York "Times" in March, which declared that the State was "willfully plunging into bankruptcy;" that, because of its road-building programme, one-third of the citizens of the State would lose their lands; and that the population of the State was almost a unit in bitter denunciation of the road-building project and taxes created as a result. I looked inquiringly at the Secretary of the Bankers Association from the State that had received this unenviable newspaper comment, and I naturally asked if the statements published were true, generally speaking. He asked, "What do you mean, generally speaking?" "Well," I answered, "a newspaper may print a story that may be true in a specific instance regarding a specific expenditure in a big State, yet if they made this individual instance appear to be a general practice an entirely erroneous impression would be created in the minds of people who read the articles. The 'Times' writer only quoted one man as being satisfied with the road building, although he spent several days in the State. How about it?" "Well," the Secretary answered, slowly and with great feeling: "I tell you, without fear of responsible contradiction, that Arkansas and its road districts are as solvent as any States or any other districts in the United States. I tell you that its road improvement bonds are as gilt-edged as any road bonds in the country. You won't find any more bankrupt taxpayers in Arkansas than there are in any other State in the Union, and I don't believe as many as there are in the average State. And as to the reports that we are bankrupt, I give you absolute assurance that when the assessments and interest on the hundreds of improvements come due in June, July, and August the obligations will be met promptly." I was interested and assured the Secretary that at the first opportunity I would visit his State.

I arrived in Little Rock on September 6. The impression created on viewing the hilly section from the railway car was very unfavorable. I quickly found out; however, that the roads of Arkansas followed the hills to avoid the tremendous cost of railway construction through the valley lands; that would have been prohibitive.

Arkansas has a tremendous amount of natural resources, most of which are in the initial stages of development, due to the lack of adequate road transportation facilities. The State has all the railways necessary—over five thousand miles of rail lines within her borders. What she lacks are hard-surfaced roads running through her millions of acres of rich lands to railway stations.

I spent two weeks visiting the various agricultural districts of the State, and especially those that were under fire in the newspapers six months ago. I covered twenty-two hundred and fifty miles of road by automobile and traveled about one thousand miles by rail within the State.

I can summarize the results of my investigation as follows:

First, neither Arkansas nor any part of Arkansas is in any danger of insolvency over roads or any other improvement.

Second, tax collections in the State in the past and at present (1921) show as high a percentage of prompt payment of maturities as any other State in the Union.

Third, the individual delinquencies in meeting tax payments are lower than in forty-three States of the Union.

Fourth, tax payments in Arkansas call for ten per cent more than is actually necessary to meet maturities; therefore improvement districts have always a goodly balance of cash on hand after maturities are met, protecting the investor against possible individual delinquencies that may occur.

Fifth, *fully ninety-eight per cent of the people of the State of Arkansas are well satisfied with the road-building programme and bitterly resent the adverse publicity that has been given the State.*

Sixth, it is true that there have been discriminations in isolated cases. It is true that in one district in the State a short road has been constructed over twice as wide as it should have been, and therefore cost over twice as much as it should have cost; but so far as security in that road is concerned, every dollar expended is covered by a lien on properties worth many times the indebtedness.

Seventh, Arkansas has met the payments accruing on taxes which were due in June, July, and August, 1921, on practically a one hundred per cent basis, which directly contradicts the newspaper charges.

Eighth, the road laws are not confiscatory, but, on the other hand, the money expended on roads has enhanced the value of the land affected from three to twenty times the total amount of the improvement tax levies against the lands.

Ninth, Arkansas is in better shape today than most of the States in the Union, which is attested by the fact that her wholesale merchants have transacted more cash business in the past month than at any other time in her history.

I talked with several hundred bankers, merchants, planters, farmers, "swamp-angels," "hillbillies," and plain citizens. I was astounded. I did not talk to a

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single person who believed the State, or any part of it, was bankrupt; who believed that there would be any lands confiscated due to road improvements; nor did I hear a single man declare himself against the road-building programme in general.

I did hear, quite true, in several of the road districts complaints about the inequalities of tax assessments in the various zones. In other words, Bill Smith was angry because his tax was a couple of cents an acre more than Tom Brown's. These matters are being adjusted to the satisfaction of every one; but even those who complained the most about the inequality of the tax assessments vigorously assured me that they wouldn't do without the road again under any consideration, and, so far as the road itself was concerned, they were very well satisfied. But I do not believe that, of all the taxpayers I talked to, even one per cent were complaining about the inequalities of tax assessments.

I first visited the Faulkner County road districts, that were widely quoted in first-page newspaper articles a few months ago as being almost totally against the road-building programme. I had to pinch myself the first day I got in the district. I was unable to find an objector. I first met the principal business men of Conway—several bankers, merchants, and large landowners. They were a unit in declaring that the road districts had been well managed, the commissioners being large taxpayers or citizens highly respected in the community; that the roads had been built where they should have been built and built as cheaply as was possible at the time they were constructed. These men assured me that they would sooner quit business than go back to the old dirt roads of years ago.

I then started out on a hunt for "conscientious objectors." I visited the road commissioners, tax collectors, the sheriff of the county, and the Chancellor's deputy. They were incensed at the reports circulated in the newspapers. "But," I declared, "the press despatch has quoted a lawyer here as declaring that the road taxes mean ruin to the landowners in the neighborhood and that they were up in arms over it. I have been informed that there is a case pending in court now, filed by this attorney." I was directed to the courthouse where this suit had been filed. I requested the privilege of looking over the papers. They were immediately produced. I received another shock. There had been originally twenty-one names on the paper (twenty without the attorney's), but seventeen of them had been scratched off in ink. I requested an explanation. "Well," the Deputy Chancellor told me, "as quickly as the men who had signed their names to this suit found out all the facts in the matter they came up and had their names erased or compelled the lawyer to do so." That isn't all. I was assured that one of the remaining three names, besides the attorney, was favorable to the road project. I looked him up, asked him if his name was still on the papers, and he said: "No. I think it is scratched off. I am well satisfied with the roads." On being told that his name was still unscratched he said, "I'll get right up there and take it off." I was puzzled. I went to the sheriff who collects the taxes and asked him if it was true that the taxpayers in the district were opposed to the road improvement. He looked at me pityingly and replied: "There are only about a dozen kickers against the road taxes out of about three thousand taxpayers. I'll show you just how much we are against the road building. Ninety-eight per cent of the individual taxpayers met their assessments in full before date of maturity. I don't think there is a better record than that in the world." I asked the sheriff if it was true that one-third of the taxpayers had been bankrupted. He answered quickly, "I don't know of any one being bankrupt, and I think I would be the first one that would know it." I found the sentiment throughout the district in favor of the roads. There has been a great transformation since the roads have been constructed. Children are going to school five days a week that scarcely got in sight of a schoolhouse before. And as to the road taxes—instead of amounting to three or four dollars an acre, as I had understood, the average yearly tax and assessment for road improvements throughout the districts is less than thirty-five cents per acre per year. In some cases slightly more, some slightly less.

One plantation owner assured me that the money saved in transporting one crop to market over the hard-surfaced road, in comparison with the old dirt roads, would in a great many cases pay for the entire road assessment covering a period of twenty years. I was still puzzled. I have read the New York "Times" for years. I knew there must be some fire where there was so much smoke. I had understood that the citizens of this district were ninety-eight per cent against the roads. I found just the opposite to be true. I finally found the reason for the tremendous change of feeling. A planter told me the following story, which, I think, explains the cause of the objections made six months ago and the reason why practically every vestige of resentment has disappeared since. "The planters of this district, and in fact every other district of the State, enjoyed three wonderfully prosperous years, which were probably unprecedented in the agricultural history of the State," the planter said. "Tillers of the soil had more money than they had ever had before. The first thing they thought of when they received this newly acquired wealth was the building of good roads. They had suffered the old valley ruts long enough. They wanted the best road construction that money could buy. They desired to profit by the mistakes other States had made in building cheap roads which had to be torn up in a year or two. They wanted roads that would be good roads in ten years from now. So not only the taxpayers of this district but the entire State embarked enthusiastically into a very progressive road-building programme. And remember this—practically one hundred per cent of the people of this State were in full accord with the road districts when they were validated. They were in full accord with the road improvement districts when advertised. Any one that wasn't satisfied, within this sixty-day limit, could enter suit and hold up the entire road-building project. He had that power if he exercised it during the legal sixty-day limit prescribed by law. No one, to my knowledge, objected during that period. That's the reason the bonds were issued and the roads constructed. In the meantime, however, almost like a bolt from the blue, cotton dropped from forty and fifty cents a pound down to the low level of from eight to ten cents a pound. That was a different story. While every one was enthusiastic over the roads they had constructed when they had a shed full of forty-cent cotton to meet the assessment, they suddenly acquired long

WHAT EX-GOVERNOR LOWDEN, OF ILLINOIS, WROTE ABOUT ARKANSAS

I KNOW of no better lands anywhere than the alluvial lands of Arkansas. I made my first purchase there ten years ago. I had been in the habit, for some years, of studying lands wherever I went. It so happened that after my first purchase in Arkansas I traveled considerably, always interesting myself in lands from an agricultural standpoint. I visited Panama, traveled pretty well over Cuba, and visited other places with a view to the possible purchase of land. In every instance, after covering all the data I could, I came to the conclusion that nowhere I had been was there an opportunity for the purchase of farming lands equal to that in the alluvial sections of Arkansas. I therefore returned and added to my holdings there. I think that I acted wisely, and I believe that those lands are among the very best to be found anywhere on the face of the earth. In order that I may not be misunderstood, I haven't an acre of Arkansas land for sale.

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faces and a grouch when they had to 'pay the fiddler' with liquid assets that had depreciated seventy-five per cent almost overnight. The small planters became frightened; agitators got busy—especially the element that could command a legal fee for agitating; peanut politicians with an 'ax to grind' started to rave about the 'extravagance' of their more fortunate political 'enemies' who were in office and supporters of good road building. Of course," he said, "nine-tenths of these objections were simply small local family quarrels, but there really was some objection in various districts due to the entire road-building project. At the darkest period of the entire depression the 'Times' correspondent arrived in the district, which accounts for his story, but since he was here cotton has gone back to twenty cents a pound. The liquid assets of the planters have doubled. The 'blues' have been dispelled. Not only are they now able to meet their assessments, but they have money left. The result is that you hear no one talking about confiscation or bankruptcy and all objections to road building have practically disappeared, and, I tell you, stranger, the main reason for that is due to the big crops we have this year and the tremendous increase in value of farm products since the time the New York 'Times' gathered its information."

I found that this statement applied throughout the State, and, although the citizens vehemently denied that they had even dreamed of allowing tax payments to default, or that they ever believed the road laws were confiscatory, or that they had ever objected to the good roads plan, I received enough second-thought information, especially from the small planters, to convince me that there had been many frightened taxpayers of the "hillbilly" type eight months ago, although I really believe that they were "more scared than hurt" at that time.

I have never been in a State that has the tremendous agricultural resources that Arkansas has. There has never been a land boom in the State, and the finest, richest lands lie within the reach of any farmer's pocketbook. They are never cursed with labor troubles. I have lived in the finest valley districts of the State of Washington and have worked on farms there, I have worked on ranches in beaver bottom lands of Idaho, I have visited the rich farming districts of Iowa, Indiana, and Ohio, and I am frank to state that not only is Arkansas blessed with much richer soil than the lands of any of these States, but it has millions of acres of the richest alluvial silt valley lands in the world. The Federal Bureau of Soils has publicly declared the same thing. From the Missouri line on the north to the Louisiana border on the south (a distance of two hundred and forty miles), and from the Mississippi River on the east to the Pine Bluff foothills on the west (a distance of from forty to eighty miles), lie about eight million acres of fertile alluvial soil lands from six to twenty feet deep, blessed with an abundance of rainfall and a climate peculiarly adapted to the growing of tremendous crops of corn, cotton, alfalfa, Japanese clover, both sweet and Irish potatoes, cow peas, sorghum, and all kinds of vegetables. There are several millions of acres of land, however, in other river valleys of the State. There are also millions of acres of wonderful uplands, which produce the finest quality of fruit grown in the country, Arkansas apples taking the "blue ribbon" in practically all expositions of the past twenty years. The State has the largest individually owned peach orchard in the world. It must be understood that her agricultural resources are in their initial stages of development, due to lack of good roads in the past.

ARKANSAS SOFT PINE

A sample of the timber resources of that State

I traveled the entire Arkansas-Louisiana highway from Little Rock to the Louisiana line. I was amazed at the great plantations and the wonderful crops. Yet I would continually run into great stretches of undeveloped land, although there was little difference in the fertility of the soils embraced in the entire valley.

I asked the first big planter the reason for the large areas of untilled lands. "Lack of roads," he answered. "If we had had roads in this territory fifteen years ago like this one we have just completed, you would not find an undeveloped acre between here and the Louisiana line. The uncleared lands you see along this highway were valued at about ten dollars an acre when the road was surveyed. You couldn't touch an acre here now for less than thirty dollars. The cleared lands before the highway was constructed were valued at from sixty to seventy-five dollars an acre. To-day, the very lowest you could buy developed lands would be one hundred dollars an acre, and in most cases planters are refusing one hundred and fifty and even two hundred dollars. That is the difference good roads have made in this territory." "But why such a difference?" I asked. Two colored men were unloading six bales of cotton from a wagon drawn by two mules. The planter remarked: "Before this road was built it took six mules to haul one bale. My farm is less than six miles from the railway station. I take six bales of cotton with one team of mules over that road in less than two hours; formerly it took me all day, and when the rainy season set in it often took me a week with one bale and a six-mule team. That is the difference, and this is no isolated story either. Every planter in this section could tell you the same thing.

"See that automobile bus?" he said. I looked up and saw a "Henry" coming down the roadway filled with children. "Those children," he continued, "are going to school five days a week now, where formerly they seldom got inside of the schoolhouse at all. After rains it was almost impossible to get to the schoolhouse. These roads are going to give the children in rural districts the same chance to get an education as their city cousins. The educational feature alone is worth more than the cost of these roads." I said, "Do you find many people down here objecting to the building of this highway?" His answer was short: "Not the sane ones—and I don't believe there are many mental deficients in this whole district. We probably do a whole lot of kicking about our individual tax payments, but that is mostly bluff to try and save a few dollars. Why," he said, "man, if they tore this road up after giving us a taste of real life for three months I would give my farm away and get out of here, and that's no joke. I mean it, and I have lived here forty-two years."

Farther down the highway I met a planter who was plowing a very substantial acreage; about fifty acres were under a high state of cultivation. I asked this man how long he had lived in the

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locality. "Five months." "Congratulations," I answered. "You are about the first man I have talked to that wasn't born in Arkansas. Where are you from?" "Indiana," he replied. "Myself and neighbor came down here to investigate the stories told us by one of our neighbors who had come down in this section to shoot ducks. I came here. Stayed two days. Bought the land, and then went home to bring my family down. My neighbor was less fortunate. He remained a day longer than I did to arrange payments in a local bank. It started to rain about noon. It took him a day and a half to get out. I have never seen him since. So far as I am concerned, I believe that one acre of the land I have got here is worth any two acres I have ever seen in the North." He showed me a crop of potatoes that would go about two hundred bushels to the acre. "I would have had a better crop," he told me, "but I had cotton in that land in the first place. The boll-weevil developed in June, and I plowed it under. Replanted to potatoes the last few days in June, and that is the result. I will have every one of my friends down here in the next two years. But," he continued, "I purchased before this road was built. I have been offered more than double what I paid for it, and —would you believe it?—the man I bought it from sold it to me because he was afraid of the taxes. I own four hundred acres now. My road taxes come to $168. I can pay the whole business from the proceeds of the crop taken from two acres of ground."

Near Lake Village I found that the people had welcomed the asphalt road with a celebration. One planter there, with tears in his eyes, told about the difference the highway had made in his family life. "My children have had very little school advantages heretofore. Now they go every day. They are picked up by a bus, and as a result the 'hillbillies' and 'swamp angels' are passing out of the picture; not physically but mentally. We can afford to clear every acre of land we have now, and we will be able to get our crops to market. It is a shame that the rich fertile lands of this rich valley should have been left idle so long when roads and drain ditches can be constructed so cheaply." I asked him if there were any road objectors in his neighborhood. "Can you imagine such a thing?" he answered. "No," I said, frankly. "Neither can I," he answered. "If there is anybody in this district kicking, I haven't heard of it." "But," I interposed, "the charge has been made that you people didn't know anything about road building. That your roads all begin and end nowhere. How about it?" "That is tourist propaganda," he replied. "It is true that the taxpayers of Arkansas did not build roads for scenic purposes. The roads have been built just where they should have been built. They start from railway stations and tap the most fertile land in the district. That is what the farmer is interested in. Getting his crops to market.

THE TYPE OF ROAD THAT MEANS POOR FARMS AND SOCIAL ISOLATION

He has not reached that stage yet where he is willing to spend thousands of dollars building highways through scenic territory. We do not care about roads going to Chicago, New Orleans, or St. Louis. We are interested in roads from our farms to railway stations—to get our children to school and products to market—and that is what we have been doing. We are not trying to compete with the railways in carrying freight traffic. The time will come when all these lands will be under cultivation, when roads will be connected up to satisfy tourists and politicians."

I believe that the taxpayers of the State have shown rare judgment in their road construction. The men who have administered the funds of the road districts have been men of unquestioned integrity. In practically every case they are the leading taxpayers of the district. They understand their territory. I believe that they have constructed their roads in as good shape and as cheaply as could have been done by securing "foreign" engineers.

The valley lands lying in Mississippi, Crittenden, and St. Francis Counties furnish an idea of what can be done by progressive planters where the district has been properly drained and a network of good roads constructed. Scores of large plantations can be seen from the seat of an automobile, in all directions, as a result of the improvements the progressive planters in this section have sponsored. However, they had their difficulties. Fifteen years ago R. E. Lee Wilson, a lumberjack of Mississippi County, conceived the idea of draining his land and putting in roads. He appealed to the county Judge for a validation of a road district. However, the "swamp angels" put up a vigorous howl. They arrived at the court-house at about the time Mr. Wilson did. The more robust members of the "swamp angel" contingent harangued the crowd and proposed the lynching of the lumberjack. A rope was procured and Wilson's life threatened. The Judge backed out. A year later Mr. Wilson got his drainage project through, and again went up the howl that all the lands would be confiscated and the landowners ruined. Every man in that county reveres the name of Wilson to-day. As a result of the drainage canals Mississippi County is considered one of the richest districts of its area in the world. Mr. Wilson has an unbroken plantation of fourteen thousand acres under a high state of cultivation. The proceeds from the crop this year will amount to over a million dollars. The planters who raised the most bitter objections fifteen years ago are now numbered among the wealthiest men of that section. It cost them from ten to twenty dollars an acre for road and drainage improvements combined, but the lands in that district are worth from a hundred to three hundred dollars an acre, and the value of its annual production ranges from one hundred to two hundred and fifty dollars an acre.

Mississippi, St. Francis, and Crittendon Counties are a veritable Garden of Eden. If the balance of the valley lands of the State were developed to the same high degree as these three counties, the value of agricultural products of the commonwealth would be quadrupled. It can, and will, be done as soon as good roads and drainage ditches are constructed, and these improvements will be created as rapidly as money can be obtained.

I asked one large plantation owner in Chicot County if the road and drainage bonds would not act as a burden. He instantly replied: "Improvement issues should not be considered as taxes. Every dollar spent in road and drainage construction is just like laying out one dollar to get five dollars.

"That statement is a statement of fact, not of fiction. I do not believe there has ever been a dollar spent on drainage or roads in the entire valley section of Arkansas that has not returned at least five dollars in enhanced value of agricultural lands to the taxpayer."

From my observations, I believe the statements of this planter are correct.

"It is true that there were certain road districts, especially in the uplands, where greenhorn commissioners attempted to assess railway property outside the bounds of reason, but they never had a chance in the world to discriminate against these corporations or any other taxpayers. When the districts were advertised, the corporations or in-

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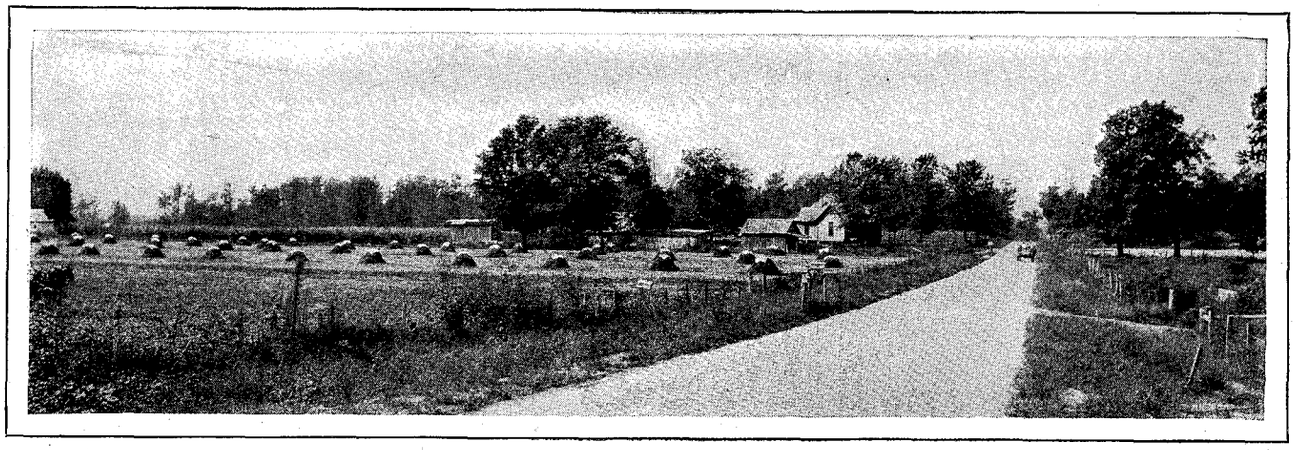

A FARM HOME ON AN IMPROVED HIGHWAY

dividuals discriminated against took their cases to court, and had no trouble at all in preventing the issuance of bonds for construction of roadways.

"The taxpayers of the State are amply protected against unreasonable discrimination if they exercise their right at the proper time.

"We have every protection in this State that they have in any other State, and, we believe, a whole lot more."

One feature of Arkansas's assets that appealed to me more than anything else was the fact that in my trip throughout the State I did not hear a foreign language spoken, not even a foreign accent, nor could I learn of a single I. W. W. being within the borders of the State. People looked at me with amazement when I asked them if there were any revolutionary radicals. They took it as an insult. One workman in an industrial town assured me that he had never seen an I. W. W., but he had heard of one about two years ago. He said: "Mr. Rogers, I done heerd of an I. W. W. about fifty miles south of here two years ago. He landed in town just before dark one evening and started to talk. He didn't talk long. Between sundown and sunup he just naturally disappeared, and he's never been heerd tell of since. You can draw your own conclusions as to what happened to him." I did.

It was a wonderful relief to spend two weeks in a State where every other man was not grumbling about the Government—where there were no strikes or threats of strikes. I never heard so much real loyal, one hundred per cent American talk as I did during my fourteen-day stay in Arkansas. A State in the Union that all who believe in the Constitution of the United States should take their hats off to.

"DO YOU KNOW WHAT THAT MEANS?"

BY EDWARD W. BOK

A FRIEND asked Theodore Roosevelt if he knew a certain man with whom he was to be associated in large business transactions.

"Very well," answered Colonel Roosevelt.

"Can I depend upon him?" asked the friend.

"Depend upon him?" echoed the Colonel. "You certainly can. He's a Hollander. Do you know what that means?"

Colonel Roosevelt's remark recurred to me many times last summer while traveling through the Netherlands.

* * *

I asked the hotel *portier* to change a bank note of large dimensions. "Certainly," he replied; he would send the change to my room. Shortly a boy appeared bearing a tray heaped with bills and silver, the boy having his palm on the pile to prevent the bills from being blown away. The money must have felt good to the touch of a poor boy!

"Is that not rather a risky manner of sending money to guests?" I asked the *portier* afterwards.

"Why do you think so, sir? What could happen to it?" he asked in perfect astonishment. I took the veil of silence.

* * *

"I owe you for six hours, I think," I said to the driver of a victoria.

"Less one-half hour spent in harnessing, sir," was the quick response.

* * *

On the station at Basle, upon entering Switzerland, we assembled some ten pieces of luggage and wondered what we should do with it while we went into the station for breakfast.

"Shall I look after these for you?" asked a station porter as he approached our party. The tourist conductor with our party looked the man over and asked, "You are a Hollander?"

"I am, sir," answered the man in Dutch.

"You will not leave this baggage?" he was asked.

"No, sir; I will be here with the baggage when you return," was his answer.

I reminded our conductor of the value of the contents of the luggage.

"I know," he replied; "but this man is a Hollander," and then, curiously enough, he asked the question of Colonel Roosevelt—"Do you know what that means? It means absolute honesty. He will do exactly as he says."

"I have traveled now for over thirty years," said our conductor at the breakfast table. "I have been in every country in the world except the United States, and not only once, but twenty, thirty, forty times. I know the peoples of Egypt, of Asia, of Arabia, as I know those of every European country. And I say this to you: I would trust the native of no other country in the world as I would a Hollander."

"That is a high tribute," I remarked.

"The absolute truth," was his answer, "and every experienced traveler will tell you the same."

* * *

I suppose our party stopped in some fifteen hotels in the Netherlands, in the large cities and in the smaller towns. It got to be a regular game to drop a small money piece in some inconspicuous place on the carpet of one of our chambers and another on the floor of the bath-room. Invariably, the next morning we found the money pieces lying on the bureau.

"That would happen in any first-class hotel," said a hotel proprietor in another country—which shall be nameless—when I told him.

Unfortunately, I told him, I tried it in four of the hotels in his country, and in only one did I find my money on the bureau on the following morning. I did not add that one of the three hotels in which I did not get my money back was in his own, where I had tried it two nights before.

I remember playing this little game in one of the best-known New York hotels, and when I did not find my two

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dimes either on the floor or on the bureau the next morning, and waited for two days, I reported it to the manager. With a smile he said to me, "But don't you think that was making it a little too easy for my maids?" I contrasted this with the remark of the manager of the Scheveningen Hotel, where I remained five weeks and played my little game not less than a dozen times. "What would you have the maid do, sir?" he asked. "Keep money that does not belong to her?"

Just a simple contrast in principles of honesty!

So much for the small things.

* * *

A fortunate circumstance made it possible for me last summer to secure from a private source two important portraits —one by Rembrandt and one by Frans Hals. Five weeks of travel ahead made it impracticable to take the paintings with me, and I did not want to take the chance of their shipment without personal charge. The owner of the house to whom the pictures had belonged was about to leave for the summer. There was only one way out: to leave the almost priceless paintings in complete charge of a trusted man-servant. The man was summoned, and I saw at once that he was a Hollander who stood for all that his country stood for. "Absolutely safe," was his employer's assurance to me. The man was to take charge of the portraits, live in the house, attend to all the consular and shipping details, pack the paintings, and take them personally to the steamer at Rotterdam and deliver them to the purser, who was to put them into the ship's safe-deposit vault until I boarded the boat at Boulogne. I spoke to four Hollanders as to the trust. "Why not?" each asked in surprise. "Why should he not discharge his trust? He knows the importance of the paintings." It remained for an American to suggest to me that the danger lay in that very fact —the man's realization of the value of the paintings, his sole charge of them for five weeks, and the singular opportunity it presented to him to have copies of the paintings made by an expert with whom he was constantly in touch, deliver the copies to the boat, and dispose of the originals to his own profit. When I boarded the steamer and opened the cases, I found the two paintings exactly as I purchased them, carefully cased, with every consular and other document in proper shape.

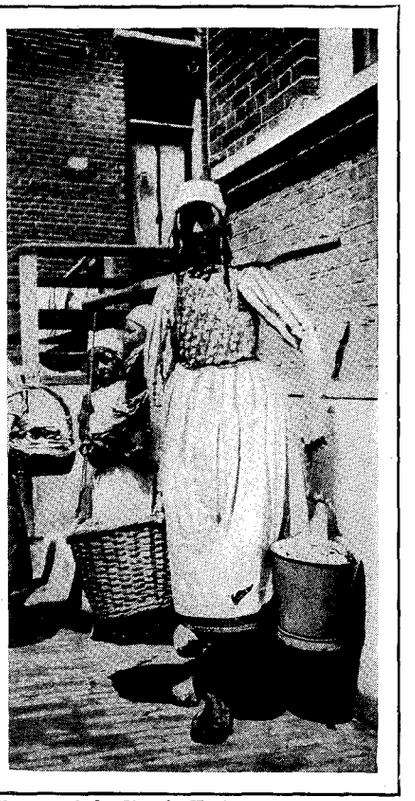
* * *

I was talking with an American of very large international business relations who has dealings mounting into the seven figures annually with the business men of six different nations.

"An absolute carefully drawn-up contract from all save two is the sum of my experience," he said to me.

"And the two?"

"A letter from an Englishman is good enough for me, and the word or a mere memorandum from a Dutchman," was his answer.



Photograph by Fannie Hoyt

A MAID OF THE ISLAND OF MARKEN

Blue eyes and contented faces are characteristic of the Netherlands

"But isn't that rather a lax method, after all?" I asked.

"I have never found it so," he answered, "and I have closed some large deals with these Dutchmen. Usually they make a memorandum in my presence, and I make one, and you can depend upon them to carry out their part of the bargain as you can depend upon the sun to rise. I have never known it to fail once in some twenty-two years now."

Then he continued: "I heard you close some deal just now with N——, and you asked him for a contract. Am I right?" He was. "Now, let me prophesy that you won't receive a contract. Wait a few days, and then when it doesn't come ask him why he didn't send it to you."

True enough, the contract did not come, and I put the inquiry.

"Oh, you want a contract?" asked N—— of me with a smile. "American fashion? Certainly. But what more can I say in it than I said to you in our talk? Did you not make a memorandum of the facts when you returned home?"

I told him I did, and we left the matter there, at my suggestion.

* * *

"This is rather a large amount for which to simply take my word," I remarked to a man of whom I had made a purchase mounting well into five figures and could only promise payment later.

"Exactly, sir, I *am* taking your word," was his answer as he gave me a surprised look. And, to prove his faith, the valuable purchase was on its way to the United States a week before a notification from him gave me an opportunity to remit.

* * *

I would not be understood in reciting these incidents to imply that they could happen only in the Netherlands and that they could not be true of any other people. What *is* true of the people of the Netherlands, however, and not so true of the peoples of some other European countries, is that honesty is a universal national trait. Your Hollander invariably thinks in terms of honesty, whether he is in high or lowly position. Honesty goes down from the top and permeates every class—except, of course, the degenerate who is in every country.

The Hollander is never after an unfair deal. He is keen in his business relations; he will get everything out of a bargain that he can, but always honestly, and once he has given his word he can go no further. He has a characteristic trick in a business transaction of asking you to repeat a remark. He has heard you the first time, but while you are repeating the remark he is quickly turning it over in his mind and when you have repeated the remark he has a thought-out answer ready.

* * *

I asked one of the leading educational authorities in the Netherlands to what extent and how the trait of honesty is taught in the public schools.

"Not at all—directly," was his answer. "Honesty is a national trait with the Hollander. It is deep-rooted, it is inherited. We do not have to teach it in the schools. We do not think the schools are the place for such teaching. That is for the home, and we can always rely upon the parents to implant those ethical ideas in the minds of their children. We teach thrift to our pupils, and perhaps the seed of honesty lies in that teaching. But, remember, the national standard stands for thrift and honesty. I say we teach thrift, but in reality we do not except in a remindatory sense. We do not have to teach it. It is there before the child is born and it is born with and in him. And so it is with honesty."

"Of course," he continued, "I would not for a moment say there is no dishonesty in our land. That would be preposterous. But the Hollander is instinctively honest, and thousands live their lives and deal with their fellowmen never thinking of two methods. To them there is only one. And when you come to think of it, it simplifies life very much, doesn't it?"

* * *

The traveler need only look into the happy and contented faces and into the clear blue eyes of the people of the Netherlands for his answer to this educator's sage remark and to the question of Theodore Roosevelt: "Do you know what that means?"

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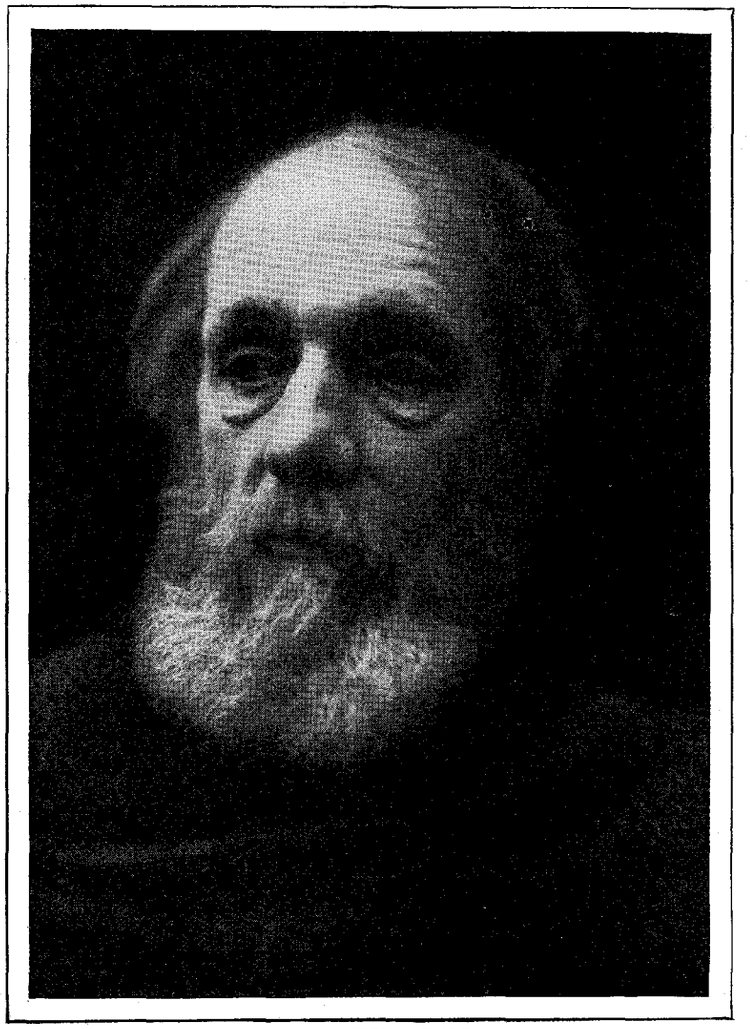
SNAP-SHOTS OF MY CONTEMPORARIES

BY LYMAN ABBOTT

EDWARD EVERETT HALE—AN AMERICAN ABOU BEN ADHEM

. . . . . Abou spoke more low,
But cheerly still; and said, "I pray thee, then,
Write me as one that loves his fellow-men."

The angel wrote and vanish'd. The next night
It came again, with a great wakening light,
And show'd the names whom love of God had bless'd,
And lo! Ben Adhem's name led all the rest. —*Leigh Hunt.*



EDWARD EVERETT HALE

NO one who really knew Edward Everett Hale could have doubted that he loved God. As much as any man I ever knew, he understood the saying of Christ: "I call you not servants, . . . but I have called you friends."

He and I many years ago conducted together a service in a Baptist church in the Adirondacks. I preached the sermon; he offered what is infelicitously called the "long prayer." After he had prayed it seemed to me quite unnecessary for me to preach; for by his prayer he had brought us into the immediate presence of God, and that is what we go to church for, is it not? I was not specially impressed with its literary beauty as with the literary beauty of Robert Louis Stevenson, nor with its spiritual beauty as with the spiritual beauty of some of the prayers in the Book of Common Prayer. I did not notice then, I do not recall now, the form of his prayer. But I was conscious of an invisible presence in the room; of One with whom he was talking "face to face." Nothing else counted.

There is a great difference between the Religion of Humanity and the Humanity of Religion. John Cotter Morison has interpreted the Religion of Humanity. In his volume entitled "The Service of Man" he contends that the service of God has been an injury to the human race, and for it we need to substitute the service of our fellow-men. That was not Edward Everett Hale's faith. Nevertheless I think if the angel had come to him he would have hesitated to write himself down as one who loved the Lord and would have said with Abou Ben Adhem—

I pray thee, then,
Write me as one that loves his fellow-men.

I regard the Jewish and the Christian religion as essentially the same, and the Old Testament and the New Testament as essentially one book. Judaism is that religion in the bud, Christianity is that religion in the blossom. What Isaiah promises, Jesus fulfills. And this is the only world religion which lays emphasis on the truth that the way to please the heavenly Father is to work with him for the happiness and welfare of his children. Edward Everett Hale's service of man was his way of serving God; his love of God inspired his love for his fellow-men. He has described his first conscious experience of the presence of God at twenty-two years of age—first but not his last. I do not think that consciousness ever left him.

> I had been reading in my nearly dark bedroom by an air-tight stove. I think I was reading the "Revue des Deux Mondes." But I put the book down for what people used to call reflection, and I saw or perceived or felt that I was not alone and could not be alone. This present Power knows me and loves me. I know Him and love Him. He is here and I am here. We are together. And it is a companionship much closer than I could have with any human being sitting in that chair.

The difference between denominations is superficially a difference in creeds; it is really a difference in temperaments. It appears in the writers of the Old Testament and in the Apostles in the New Testament. Matthew has the temperament of a historian; he represents historical Christianity. John has the temperament of a poet; he represents mystical Christianity. Paul has the temperament of a philosopher who is also a poet; he represents doctrinal Christianity. James has the temperament of a moralist; he represents ethical-culture Christianity. His definition of religion expresses his temperament: "Pure religion and undefiled before God and the Father is this, To visit the fatherless and widows in their affliction, and to keep himself unspotted from the world."

Doubtless Edward Everett Hale believed in historical Christianity, in mystical Christianity, and in doctrinal Christianity, but his temperament led him to put the emphasis of his life on practical Christianity. He was no agnostic; he did not substitute for the service of God the service of man. But his service of man was his service of God. In that respect he was typical of his age. The twelfth and thirteenth cen-

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turies were mystical, the sixteenth and seventeenth centuries were doctrinal, the twentieth century is practical. There is room in the heart of the Father for all his children; the time will come when there will be room for them all in the Church.

Edward Everett Hale was a Unitarian minister, and he was always loyal to his denomination. He was a Unitarian partly because he was born and brought up in a Unitarian home and a Unitarian church, partly because the climate of the Unitarian Church suited his temperament. But the conception of God which illuminated his life and his writings was more Christlike than the conception of God which darkened some of the sermons of Jonathan Edwards, and his conception of religion as a life of service was more harmonious with the teaching of Christ than the conception of religion as a self-conscious godliness which famous saints in the past have struggled to attain. He never could have written the "Confessions of Augustine" or "John Woolman's Journal;" but neither Augustine nor John Woolman could have written "In His Name," a story which exhibits piety as a self-sacrificing service of others, or the motto which is perhaps Dr. Hale's greatest contribution to religious literature: "Look up, not down; forward, not backward; out, not in; and lend a hand." I wonder whether he realized at the time that he was simply translating into modern phraseology Paul's summary of Christian experience: "Faith, hope, and charity, and the greatest of these is charity." Whatever was the occasion which led to his writing of that now world-famous motto, it is certain that it was the natural expression of his own inner life. He looked up, not down; lived in the spiritual, not the material.

He was care-free to a fault. His loose-fitting clothes indicated a wearer who cared more for comfort than for appearance. To have and to hold did not interest him; to be and to do did. His eagerness to accomplish gave his work an ease and spontaneity which was the secret of its charm and one of the secrets of its power. Whether he was writing an article for a magazine or a letter to a friend, whether he was speaking to a friend or addressing an audience, he was essentially a conversationist. Queen Victoria is said to have complained that Gladstone always addressed her as though she were a public meeting. Dr. Hale always addressed a public meeting as though it were a friend. That he put careful thought into his speeches was quite evident, but unless I am much mistaken he put that thought into what he would say, not into the form in which he would say it. Most New England ministers think in philosophic terms and then endeavor to translate their thoughts into the speech of the common people. Dr. Hale thought in the forms and phraseologies of the common people. He had the prophet's, not the historian's, temperament.

He looked out, not in. I do not think in all his writings is to be found a piece of self-examination such as characterized the writings of many of his Puritan forebears. He was more eager to serve God than to enjoy him, and enjoyed him by serving him. He neither practiced nor advocated spiritual vivisection.

He was not a partisan of any party in either Church or State; nor the enlisted adherent of any cause. He was not an abolitionist, nor a prohibitionist, nor a Socialist, nor was he enrolled in the ranks of their opponents. How catholic he was as a Churchman an incident in my experience illustrates:

When, obedient to the command of my doctor, I resigned in 1898 the pastorate of Plymouth Church, I was in my sixty-third year and was depressed. My life interests had always been in my work, and I thought my life-work was over. It is true that I was still the editor of The Outlook, but I had visions of a gradual failure there also. Edward Everett Hale, before yet I had succeeded in getting my full release from Plymouth pulpit, asked me to preach for him for two successive Sundays, and when I declined because of my wife's earnest request that I take a few months of absolute vacation from all work, Dr. Hale renewed the invitation the following year, extending the request to four Sundays. Then I gladly accepted. The invitation no less than the service was a tonic. I have not been able to find any record of the sermons preached, but my recollection is that I took this opportunity to put before a Unitarian congregation my interpretations of the nature of man, the nature of Christ, the nature of sacrifice, the nature of the Bible. In doing so I omitted, as I have habitually throughout the fifty years of my preaching omitted, the much battered words of controversial theology, such as Total Depravity, Trinity, Vicarious Atonement, Plenary Inspiration—words conspicuously absent from the Bible and generally from devotional literature. This omission was not due to any concession to Unitarian feeling, but to the fact that my aim in my religious teaching, whether by voice or pen, has never been to advocate a theology but always to promote spiritual life. More than twenty years of fairly active work in the pulpit and the press have passed since then, and I am still writing and preaching, but I can never forget the debt of gratitude I owe to the minister of another denomination, often counted a hostile denomination, for the following letter which Edward Everett Hale wrote me at the close of those four Sunday services:

Jan. 29, 1900 Roxbury
Monday morning.

Dear Dr. Abbott, I shall stay at home this morning—so I shall not see you.

All the same I want to thank you again for the four sermons:—and to say that I am sure they will work lasting good for the congregation.

More than this. I think you ought to think that such an opportunity to go from church to church & city to city—gives you a certain opportunity and honor—which even in Plymouth Pulpit a man does not have—and to congregations such a turning over the new leaf means a great deal.

Did you ever deliver the Lectures on Preaching at New Haven?—

With Love always
Always yours
E. E. HALE.

I have said that Dr. Hale was not an adherent of any cause. That sentence requires a word of explanation. He was an advocate of many causes, but he did not belong to or train with any organized body of reformers.

Previous papers in this series, especially the sketches of President Hayes and General Armstrong, have indicated the radical division in the Republican party at the close of the Civil War, one section holding that if the ballot followed emancipation the work would be completed, the other holding that the ballot without education would be a peril, not a safeguard. The attempt to follow emancipation with National aid to education, after a vigorous and at first hopeful struggle, failed. Dr. Hale's interest in that attempt, in which Senator Hoar was a leader, is interpreted by himself in the following letter, which has a historical as well as a personal interest:

United States Senate,
Washington.
February 23, 1904

Dear Dr. Abbott,—

I have read with great interest your study of Mr. Hoar's character. It is an excellent review of the book. If you really want to know who killed the national education plan, when he was in the House, I think I can tell you. Dr. Gilman told me that he thought, and they all thought it was going through. It had the co-operation of some of the best southern men, of all the northern men not impracticable and of the Cabinet; when it was savagely attacked by your friends of the New York Nation. It seems as if they acted on the general principle of attacking anything which seemed to promise well. Gilman thinks that but for them, we should have had for twenty years, a thorough system of education at the South supported by the National Treasury.

I am to speak here one of the last days of March at the inauguration of the new President of Howard University. I believe I shall pronounce in favor of a national endowment of a dozen such schools as Hampton. Mead says, and I rather think he is right, that the seven battle ships which they are trying to make us build this winter will cost more than all the endowments of all the colleges. This is so absurd that it seems as if it could be hindered.

Truly and always yours
EDWARD E. HALE.

I have quoted this letter in full partly because it indicates Dr. Hale's possession of a quality with which I do not think he is generally accredited, that of statesmanship.

A great statesman, however wide and diverse his interests, generally accomplishes his result and wins his reputation by concentrating his life energies on some one achievement: Cavour, on

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WADSWORTH HOUSE, AT CAMBRIDGE

The historic home of the preachers to Harvard University, where Dr. Abbott and Edward Everett Hale worked together

the unification of Italy; Bismarck, on the creation of Imperial Germany; Gladstone, on leading England out from a feudalistic into a democratic basis; Abraham Lincoln, in creating a united and emancipated Republic. Edward Everett Hale was not, and in the nature of the case could not be, in this specific sense a statesman. He was a preacher, interested, as all preachers ought to be, in men and in whatever concerned the men of his time. But his clear comprehension of our reconstruction problem and our industrial problem showed him possessed of that apprehension of fundamental principles and that prevision of future events which constitute at least two essentials of the mind of a statesman.

In 1895 Mr. Albert K. Smiley invited to his hotel on the Shawangunk Mountain at Lake Mohonk a number of gentlemen and ladies to what came to be popularly but erroneously called a "Peace Conference," though at every session Mr. Smiley laid emphasis on the fundamental fact that it was not a mere peace conference, but a conference to study the problem how a substitute could be found for war as a means of securing international justice. The name he gave to the meeting was Conference on International Arbitration. To that question Dr. Hale in that first session offered an answer which has since been practically accepted by the world's greatest statesmen. That speech is one of the very few I have heard in my lifetime which I dare attempt to report, in abstract, without the guidance of any manuscript, more than a quarter of a century after it was delivered.

Arbitration, said Dr. Hale, is not the remedy. The remedy is a permanent court of justice, a Supreme Court of the Nations analogous to a Supreme Court of the United States. Arbitrators are selected after a controversy has arisen and passions and prejudices are aroused. They represent the two parties, generally with an umpire to hold the balance between them. No fundamental principles are settled by their decision; only the immediate question is settled, and that usually by a compromise. A permanent court exists before the controversy arises; its existence tends to abate the prejudices and passions to which that controversy would otherwise give rise; it is selected for the judicial character and impartial spirit of its members; its object is not primarily to secure peace but to establish justice; and by its decision it settles principles which will prevent future disputes of a similar character from arising. And he proposed a plan for such a court which, if I am not mistaken, does not differ essentially from that which Mr. Elihu Root and his colleagues have proposed and the European nations have accepted for the International Court which it may well be hoped will be adopted and in session at no very distant date.

This speech was as a lighted match applied to dry wood ready to be kindled. In May, 1896, The Outlook was able to say editorially: "It is considerably less than a year since Edward Everett Hale made his remarkable address before the Peace Conference at Lake Mohonk, urging, in lieu of international arbitration, the organization of a permanent tribunal, to which, as of course, all issues of civilized nations should be referred for settlement. The idea seemed then, probably, to those who heard him, that of a poet, who dared to present a moral ideal far in advance of his times, but which a future generation might adopt. To-day it is seriously taken up, approved, urged by as wise and representative an assembly of American jurists, statesmen, diplomats, and educators as has perhaps ever been brought together on our continent." And we added a report of various notable addresses and public meetings called without concert in various parts of the country to urge this plan of a permanent tribunal on Congress and on the country, culminating in a National meeting of the first public importance held that month in Washington.

That from the first a permanent tribunal was in his thought no mere poet's dream is clear from the following letter which he wrote me ten years later, in 1905, preceding the Second International Conference at The Hague:

> I am really distressed that I cannot be at the Conference, but I cannot. . . . I wish that your Conference might simply consider itself as preparing for the Hague Conference—and that you could rule out all that did not really help that way. As I have said to Friend Smiley, "Cut off the Frills and Feathers."

Dr. Hale was not an international lawyer, but he had a definite sense of the value of international law and a definite and evidently practicable plan for substituting in the settlement of international disputes an appeal to reason for the appeal to force, an appeal to the judicial department of government in lieu of the appeal to the military department. In this he was in 1895 so far in advance of the age that even yet, more than a quarter of a century after, the statesmen have not got his simple and now generally accepted plan in working order.[1] Neither was he a constitutional lawyer. But he had very definite ideas respecting the fundamental principles of the United States Constitution and the rights and liberties both of local communities and of individuals which it was intended to safeguard. To these ideas he gave characteristic expression in a keen but good-humored criticism of some of our public teachers in the press. He put a high value on personal liberty and believed that the development of the capacity for self-government would require time and patience and was worth taking some risks of temporary misadventure. I wonder what he would say to-day to the passion for power which incites in some

[1] He preached in 1889 at Washington a sermon in which he foretold the creation of a permanent international court, probably to be suggested by the United States. See "The Life and Letters of Edward Everett Hale," by Edward Everett Hale, Jr., Vol. II, pp. 381, 382.

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reformers the desire to regulate by law the cut and length of ladies' dresses and the height of the heels of their shoes. The passion for governing other people is no longer confined to Englishmen, Scotchmen, and Irishmen:

United States Senate
Washington, D. C.
Dec. 14, 1904

My dear Friend.

. . . So many Englishmen, Scotchmen and Irishmen are engaged on our newspapers that *editorials* get printed in absolute ignorance of the Principles of the Government or even of Administration. Godkin for instance knows as little of the Constitution as I do of the interior of the Foreign Office at Ispahan. I have seen the Tribune speak of the President as the *Ruler of America.*

Hearst's paper spoke of the Nation as having the original Right to the soil or coal of Pennsylvania. The women think that Congress can make a Divorce Law for Massachusetts. I wish you would make somebody write a stiff article about this.

Always
EDW. E. HALE.

To Dr. Lyman Abbott

This letter was dated, the reader will observe, from Washington. It was written in the eighty-third year of his age, while he was fulfilling his last public service, that of chaplain to the United States Senate. He kept his lively interest in public affairs and his boyish humor to the end. He died in June, 1909, eager to the last. On June 6 he wrote in his diary: "Dr. Temple had forbidden my preaching to-day. . . . The first White Sunday in 65 years without a White Sunday sermon." On June 10 he died.

WHY I GAVE UP BUSINESS TO TEACH

BY MORRIS BISHOP

AFTER seven years in business (including two years in the Army), I am bidding it farewell. I am about to become a wretched, underpaid university instructor, condemned to a life of poverty none the more enjoyable because it is eminently genteel. Now, before quitting the world of business, please God forever, I want to write down the reason for my decision, for my own satisfaction if for no one else's.

But first let me state that if any one attacks me his first blow is apt to be a foul. I am not disgruntled and embittered by unsuccess. I have been earning good money for a man of my age, and my prospects were by no means dark. A few years, with my mind under bonds for good behavior, would have made me a ten-thousand-a-year man. But I don't want to be a ten-thousand-a-year man. I want to be a free man. I want to be judged by some other scale than so much a year.

I suppose I traveled the same dusty road as most young college men. Factory, selling, advertising, executive experience, is the external record; the internal record is one of a progress from blind enthusiasm through dogged perseverance, questioning, disillusionment, to dull cynicism. I had looked upon business as the noblest of careers, and the successful business man as the happy initiate into rewarding mysteries. Now I know the glory of business as the great hoax of modern times, and the successful business man as an exceptionally tiresome, limited, and often very puzzled individual.

Business has always been the occupation of slaves, freedmen, and disinherited races. Not till the rise of the great modern commercial nations has it been even respectable. But just as Napoleon at his coronation snatched the crown from the hands of the Pope and set it on his own imperial head, so to-day business has crowned itself emperor and despot of the world. It has its court, its priests, its poets, its jesters, and its ladies-in-waiting. And not a few slaves.

At one time, we are told, the ambition of every American boy was to be President. But the ambition of every proper American boy of these days is to make a million dollars. No one, I think, understands why or how one gains the Presidency. But I think I can tell the bright young man how to get his million. True, I haven't a million myself, but neither have most of the other divulgers of the secrets of wealth. I used to know a fellow who got about two thousand a year for correcting papers in a Quadruple-Your-Salary Institute. And I note that every now and then a Business Advisory Service goes bankrupt.

Here is a nearly infallible method for making a million:

Work consistently, selfishly, unceasingly; make everything in life subordinate to your work. Suppose, for instance, that you get a job selling vermin exterminator. Make the sale of your particular brand of vermin exterminator the sole mission and goal of your existence. Saturate yourself with vermin exterminator; breathe it, wash in it, dream of it; get the spirit of the Crusaders into your work; believe in vermin exterminators as the howling dervishes believe in Mohammed. Faith is the essential thing in business; without faith you cannot sell. So have faith because it will pay you. Rival firms will notice you and you will not find it difficult to transfer your faith to another god for a few hundreds more a year. When you take a vacation, go where you can rub shoulders with possible purchasers; if you join a club or a lodge, pick the one where you will soon be slapping the backs of big drug-jobbing men and big hardware and notion men. Write articles for the vermin exterminator world; make speeches to the Vermin Exterminator Convention. You should marry, because a married man is steadier in business; but be sure to choose a girl who will be sympathetic to vermin exterminators and who will not distract you from your work. Remember that you spend more of your waking hours with your business than with your wife.

And by the time you are sixty you can retire, a nervous and physical wreck, with a million dollars. You will be a most uninteresting person; you will know little of any world outside the vermin exterminator world; you will spend your money despairingly on luxury which you have not learned to savor and relish; you will be one of those pitiful retired business men who have retired from the only activity which redeemed their lives from utter emptiness. And in your long leisure you will wonder what justification there has been for your tenancy of living quarters upon the earth's crust. Your business? It will get along splendidly without you. Your children, perhaps? The poorest immigrant has probably three times as many.

You will have a bad time. I am sorry for you.

Such, according to my observation, is the typical successful business man. What, on the other hand, is the typical successful teacher?

He is, first of all, a man who is conscious of playing a worthy part in the world. Many young minds come to him and are held by him in trust for a period of years; it is his task to fill them with sound learning and high purpose. If he has the opportunity for research, he adds some tittle to the world's knowledge of itself. He has the stimulation of contact with wits grown keen in the long pursuit of truth; and truth is shy and cunning game, not to be brought down with the advertiser's loud blunderbuss.

To be sure, truth does not nest in the same ledge with dollars.

I think I would give this advice to the young man perplexed before the choice of a career: If you can learn to create beauty or cultivate the soil or build houses or bridges or cure the sick in flesh or spirit or govern wisely the people or teach the unfolding mind, do so; you will find ennobling joy in your work. If you are not fit for any such tasks, go into business. Hypnotize yourself into the belief that you are a useful person in the world. Make a great deal of money and at the last put your conscience at ease by endowing a professorship in a university which I shall be glad to name on request.

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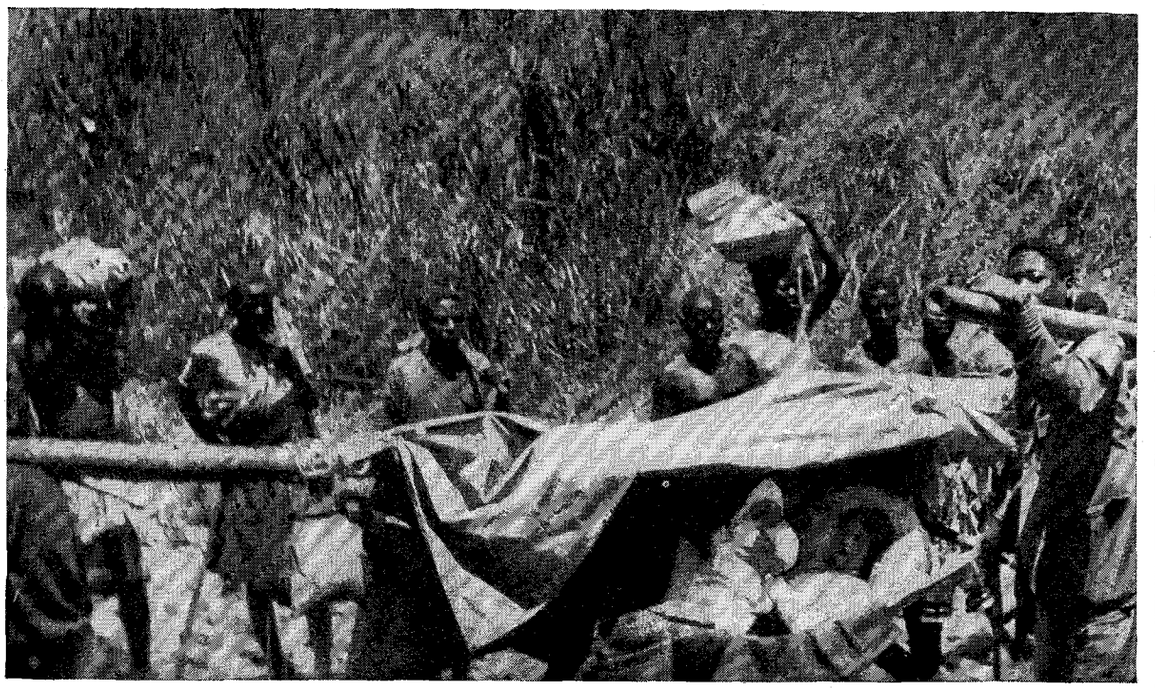
A LITTLE JOURNEY IN AFRICA

PICTURES FROM AN OUTLOOK READER



"In this picture," our informant says, "I am seen traveling with my baby, four weeks old, from Shanwa to Chin Mines, Mount Darwin District, Southern Rhodesia. We used the 'maschelia,' a hammock hung from a bamboo pole, which was borne by native carriers. We traveled over fifty miles in fifteen and one-half hours, having 120 boys for two maschelias, the one behind (not shown in the photograph) being occupied by my mother, who was with me"

Showing the Chief of the Kaffir Police, from the Black Watch of Mount Darwin District. "He was in charge of all the Kaffirs," Mrs. Arrowsmith says, "and was splendid all the way coming and going. We passed through parts of the country where the grass was eight and ten feet high"

From Mrs. L. M. Arrowsmith, Brooklyn, N. Y.

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THE BOOK TABLE

SOME REFLECTIONS ON MIRRORS[1]

AMONG the recently published books that have been most talked about are three volumes of personal gossip and criticism which are related through marriage to one publisher and have a strong family resemblance, although two of them were written in England and one in this country. Nobody except the publishers knows who the authors are, although many people claim to have discovered them by the internal evidence of style and circumstance.

The first of these volumes, entitled "The Mirrors of Downing Street," appeared four or five months ago. It consists of a series of pen portraits of thirteen distinguished British statesmen who were prominent in the conduct of the World War. This brilliant, readable, frank, and sometimes cutting book prompted some American author to write a series of pen sketches of American statesmen connected with the World War. The American volume is called "Mirrors of Washington." The third and latest born of the triplets is called "The Glass of Fashion" and is written by the author of "The Mirrors of Downing Street." It is also very personal and very critical of certain phases of English society.

I have read these three volumes with unusual interest and discussed them with various friends and acquaintances. They belong to that category of books which are talked of in the lounging-rooms of clubs or at the afternoon-tea table. They gratify that incurable love of gossip with which all mankind is afflicted. I say all mankind because the love of gossip or of knowing what your neighbor says and thinks and does is a male as well as a female trait. All biography and autobiography is a kind of glorified gossip, unless we accept as axiomatic the fact that meanness, spitefulness, or backbiting is an essential element of gossip.

The root of the old middle English word gossip was God, and the word originally meant sponsor or godfather or godmother; it then came to mean a friend or neighbor; and then confidential or intimate information about neighbors; and it finally degenerated into meaning tattle or scandal. Of course gossip of the "I says" and "he says" variety is cheap and futile, but when it rises to the height of well-constructed reminiscences it may become great literature. The most famous, if not the finest, piece of biographical writing in English literature, Boswell's "Life of Johnson," is almost wholly gossip or the narration of gossip, and the letters of James Howell, which flowed from a gossipy pen, are a classic. Neither talk nor writing is to be condemned because it is gossip, but only when it degenerates into malicious or biting gossip.

"The Mirrors of Downing Street," "The Mirrors of Washington," and "The Glass of Fashion" are certainly not malicious, although they are frequently biting. The trouble with them is that they are one-sided. They tell the truth, but a kind of distorted truth. They are like those mirrors in penny arcades and amusement parks which send back extravagant and exaggerated reflections that make the thin and gaunt man twice as thin and gaunt as he is in real life or the fat man twice as round and squat as nature made him. The figures in these mirrors are recognizable and lifelike in some particulars, but they are distorted.

The author of "The Mirrors of Downing Street," who has chosen for his pen-name "A Gentleman with a Duster," has undoubtedly written his book not merely to be readable (although it is decidedly readable) nor to gratify personal resentment (although there are some phrases in his pages which lay him open to that suspicion), but for a very serious and very commendable purpose. He thinks that political morals and political standards have fallen to a very low ebb in England; that its great statesmen are becoming petty politicians. "Where is there now," he asks, "among the possessing classes an example even of simplicity in dress, modesty in behavior, temperance in conduct, and thrift in living? As for any higher example—an example of wisdom, duty, self-sacrifice, and moral earnestness—it is nowhere visible in our national life to those who look upward. Until we recover this ancient spirit, our politics must continue their descent to the abyss and democracy will listen to the corrupting delusion of the economic Socialist." The author maintains this thesis by his pen portraits. Lloyd George is a man without culture, whose morality, once passionate, has become purely conventional. The author quotes with approval the saying of an English wit who remarked: "I believe Mr. Lloyd George *can* read, but I am perfectly certain that he never does." Lord Northcliffe is a man of great gifts, but of equally great shortcomings; "he is a boy full of adventure, full of romance, and full of whim, seeing life as the finest fairy tale in the world, and enjoying every incident that comes his way, whether it be the bitterest and most cruel of fights or the opportunity for doing some one a romantic kindness." "The truth about Arthur Balfour," he quotes George Wyndham as saying, "is this: He knows there's been one ice age, and he thinks there is going to be another." "Mr. Asquith, both by inheritance and temperament, was designed for a strenuous life, a strenuous moral life. He was never intended for anything in the nature of a *flâneur*. If he had followed his star, if he had rigorously pursued the path marked out for him by tradition and his own earliest propensities, he might have been an unpleasant person for a young lady's tea party, and an unsympathetic person to a gathering of decadent artists; he might indeed have become as heavy as Cromwell and as inhuman as Milton; but he would never have fallen from Olympus with the lightness of thistledown."

These quotations fairly indicate the brilliant but sorrowful pessimism of the book, and the author continues it in his second volume, "The Glass of Fashion." Indeed, he is almost a second Jeremiah, and jeremiads, while lively reading, sometimes become boresome. He takes Mrs. Asquith's autobiography as a text for an essay in denunciation of modern English gay society. As a matter of fact, we like the spirit and manner of Mrs. Asquith's book better than that of "A Gentleman with a Duster." He condemns Mrs. Asquith for her smart repartee, and then proceeds to say himself very smartly that Mrs. Asquith "may be called the grandmother of the flapper." There is such a thing as a too passionate morality.

"The Mirrors of Washington" is simply an imitation, although a very clever one, of its English prototype. It is really quite full of clevernesses, but it is a cleverness that palls on the taste. It is quite full of amusing and often witty gossip, such as the statement that Mr. Wilson has recently said that Mr. Harding has "a bungalow mind;" or that the late Senator Knox explained Mr. Harding's choice of Senator Frelinghuysen, Senator Elkins, and Senator Hale as his companions on a vacation trip in the South by saying that the President needed "relaxation—complete mental relaxation."

Those who want relaxation—complete relaxation—may find in books of this character a temporary and entertaining use, but they are mirrors which are apt to reflect the weaknesses and pettinesses and vanities of the authors quite as distinctly as they do those of their subjects.

LAWRENCE F. ABBOTT.

[1] The Mirrors of Downing Street. By A Gentleman with a Duster. G. P. Putnam's Sons. $2.50.
The Glass of Fashion. By A Gentleman with a Duster. G. P. Putnam's Sons. $2.50.
The Mirrors of Washington. Anonymous. G. P. Putnam's Sons. $2.50.

THE NEW BOOKS

MUSIC, PAINTING, AND OTHER ARTS

LOOKING AT PICTURES. By S. C. Kaines Smith, M.A., M.B.E. Illustrated. The George H. Doran Company, New York. $1.75.

This is a capital little book. It tells about the purposes of pictures. It gives more than a hint at some principles of art upon which the untutored sightseer in a gallery may dwell. But not all sightseers are wholly untutored. Some may understand Raphael, yet Giotto or Giorgione not at all. Mr. Kaines Smith knows how to help both the wholly un-

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tutored and the partially untutored sightseer.

FICTION

KIT MUSGRAVE'S LUCK. By Harold Bindloss. The Frederick A. Stokes Company, New York. $2.

Largely a tale of sea adventure and about illicit trade in guns and munitions with Arabs on the West African coast. The Canary Isles are the center of action, and there is a tacit rivalry in love between two girls over Kit, who is an honorable seeker after fortune.

QUIET INTERIOR. By E. B. C. Jones. Boni & Liveright, New York. $2.

Miss Jones's novel has won high praise from excellent critics, Hugh Walpole and a writer in the London "Athenæum" among them. "Quiet Interior" takes as a theme the love of two sisters for the same man. The renunciation of the one is a fine, spiritual bit of heroism. Characters and setting are pleasing.

THREADS. By Frank Stayton. The Century Company, New York. $1.90.

An Enoch Arden, or, perhaps better, Ulysses and Penelope, story in prose. An innocent convict (they usually are innocent in fiction) is suddenly released and returns to embarrass his family, and especially his "widow," as she has in his absence called herself, and in consequence is worried by suitors. How he routs his rival and wins his wife makes a good tale.

THREE SOLDIERS. By John Dos Passos. The George H. Doran Company, New York. $2.

So-called realism—a string of incidents, each of them perhaps as real as a photographic print or a phonographic record, but together the most unreal of unreality. It may please a few who came out of the army with a grouch, or who went into it as unconscientious objectors, or who gloat over goddams. What it reveals is not the life of the men who fought in France but the mind of the author—and that proves neither agreeable nor interesting.

WITHIN FOUR WALLS. By Edith Baulsir. The Century Company, New York. $1.90.

A murder mystery story. The main point in such stories is to conceal the actual criminal from the reader's view to the last minute, and in this the book is ingenious. If the author knew more about criminal law, she would not talk about coroners' juries finding indictments.

POETRY

DIVINE COMEDY OF DANTE ALIGHIERE (THE). Vol. III. **The Paradiso.** By Courtney Langdon. The Harvard University Press, Cambridge. $5.

Doubtless the author and his publishers wanted to make the present volume similar in size to the already published "Purgatorio." But Dante students would, we think, gladly pay more for a thicker book or for two volumes, provided the author's 140 pages of valuable interpretation were printed in really readable type. The type's small size is the more noticeable contrasted, as it must be, with the superb printing of the text and preface. The book appropriately comes to us in this sixth centenary year since Dante's death. We are glad that it appears in such a year, not so much because the "Paradiso" is the "Commedia's" crown as because this is a special year of inspiration in which to explain and expound anything from Dante, particularly the least known and the least understood of the three parts of his immortal poem. A reading of the present volume should make many a man who now does not appreciate the "Paradiso" say, with Lowell, that "nothing in all poetry" approaches "its imaginative grandeur."

RELIGION AND PHILOSOPHY

UNTRIED DOOR (THE). By Richard Roberts. The Woman's Press, New York. $1.50.

Jesus said to Himself, "I am the door." In this volume Dr. Roberts endeavors to lead his readers through this Door into the domain to which Jesus is the entrance. This is "The Untried Door." His little volume is practical rather than theological; suggestive rather than comprehensive; lucid rather than brilliant. It should be instructive reading to all who are endeavoring to find and follow the way of Jesus and to all ministers and teachers who are endeavoring to point that way to others.

TRAVEL AND DESCRIPTION

LAND OF HAUNTED CASTLES (THE). By Robert J. Casey. The Century Company, New York. $6.

This is a delightful book about Luxemburg, telling of its ancient strongholds, its quaint people, and of the little country's background as a barrier between perpetually warring neighbors. History and romance are well intermingled in a spirited narrative that tells of recent personal experiences as well as of the stirring records of past times. Many attractive photographs embellish the clearly printed pages.

ESSAYS AND CRITICISM

FRENCH ESSAYS AND PROFILES. By Stuart Henry. E. P. Dutton & Co., New York. $2.50.

Another volume from Mr. Henry dealing with Paris literary folk and its salons, theaters, and ballets, is sure of a welcome from all interested in French literature and French life. Our author has enjoyed personal acquaintance and friendship with the persons he describes; for instance, among others, Coppée, Coquelin, Dumas, Pierre Loti, Mistral, Rod, Rosny, Sardou. After reading about these worth-while folk, we feel as if, with the author, we had been actually calling upon them.

TUDOR IDEALS. By Lewis Einstein. Harcourt, Brace & Co., New York. $3.50.

When we reflect that at the beginning of the Tudor reigns in England the country was inferior to other European countries, and when we consider what England meant at the end of those reigns, a book like the present volume becomes one of instant interest. The reader says to himself: "What were the Tudor ideals that transformed England into the British Empire?" To be sure, as Mr. Einstein admits, some of the stimuli to world activity and exploration came from without. There was, we believe, a certain consciousness of the age reflected by the Gothic impetus in more than one direction, by the Reformation, and by the Renaissance. But there were also distinctly English ideals of life, philosophy, politics, religion, society. It was a great thing for those ideals and for the tendency of the age to transform a country rent by internal dissension to one second to none in Europe and out of which an overseas empire had been created.

MISCELLANEOUS

MEDICI (THE). By Colonel G. F. Young, C.B. Illustrated. 2 vols. E. P. Dutton & Co., New York. $15.

The latest edition of this work emphasizes anew the facts that it is the story of the Medici family as a whole (the history of no less than nine out of thirteen generations having hitherto remained unwritten); that the author takes a somewhat different view of the Medici from the general opinion, and that the volumes explain for the first time the meaning of certain contemporary pictures.

PROBLEMS OF A NEW WORLD. By J. A. Hobson. The Macmillan Company, New York. $2.

The value of this book is that it enables us to see ourselves as others see us. It is neither a criticism nor a eulogy of American democracy; nor is it the author's personal view. It is chiefly a collation of opinions by thoughtful writers sympathetic with democracy, but not blind to its faults and its shortcomings. The author has evidently been an extensive reader of modern books and has shown wise discrimination in his selection and classification of their impressions.

BOOKS RECEIVED

TRAVEL AND DESCRIPTION

PEEPS AT MANY LANDS: Australia and New Zealand, by Frank Fox and P. A. Vaile; **China and Japan,** by Lena E. Johnson and John Finnemore; **Italy and Greece,** by John Finnemore and Edith A. Browne; **Norway and Denmark,** by Lieut.-Col. A. F. Mockler-Ferryman and M. Pearson Thomson. Illustrated. The Macmillan Company, New York. $1.50.

RELIGION AND PHILOSOPHY

LIFE OF CHRIST (THE). By the Rev. R. J. Campbell, D.D., author of "A Spiritual Pilgrimage," etc. D. Appleton & Co., New York. $3.

NEW WORLD (THE). By G. Murray Atkin. The Thomas Y. Crowell Company, New York. $1.75.

OPINIONS OF JOHN CLEARFIELD (THE). By Lynn Harold Hough. The Abingdon Press, New York. $1.25.

SPIRIT. By E. P. S. H. E. P. Dutton & Co., New York. 75c.

WORLD OF GOD (THE). By Monsignor Francis Borgongini-Duca. Translated by the Rev. Francis J. Spellman. The Macmillan Company, New York. $2.

SCIENCE

CONTROL OF LIFE (THE). By J. Arthur Thomson. Henry Holt & Co., New York.

TREND OF THE RACE. By S. J. Holmes. Harcourt, Brace & Co. $4.

MISCELLANEOUS

ANGLO-SOUTH AMERICAN HANDBOOK. Edited by W. H. Koebel. The Macmillan Company, New York. $7.50.

DYNASTIC AMERICA AND THOSE WHO OWN IT. By Henry H. Klein. Henry H. Klein, New York. $2.

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Judge this new-day method by the benefits you see.

Compare it with the old ways, and decide.

"What Pretty Teeth!"

Learn how millions get them

When you see dim teeth grow lustrous, ask the reason for it.

Millions are using a new method of teeth cleaning. Day by day they fight the cloudy film, and dingy teeth grow whiter.

A 10-Day Tube will be sent for the asking. See how your teeth respond.

The film on teeth

Your teeth are coated with a viscous film. Feel it with your tongue. It clings to teeth, gets between the teeth and stays. The old ways of brushing failed to end it.

Most tooth troubles are now traced to that film. Inadequate cleaning methods have made those troubles almost universal.

Film absorbs stains, making the teeth look dingy. Film is the basis of tartar. It holds food substance which ferments and forms acid. It holds the acid in contact with the teeth to cause decay.

Millions of germs breed in it. They, with tartar, are the chief cause of pyorrhea. So film is the great tooth wrecker.

Ways to combat it

Dental science, after long research, has found ways to combat film. The methods have been amply proven. Now they are combined for home use in a dentifrice called Pepsodent.

Countless people now employ this tooth paste, largely through dental advice. Today one sees on every side whiter, cleaner, safer teeth, because of Pepsodent.

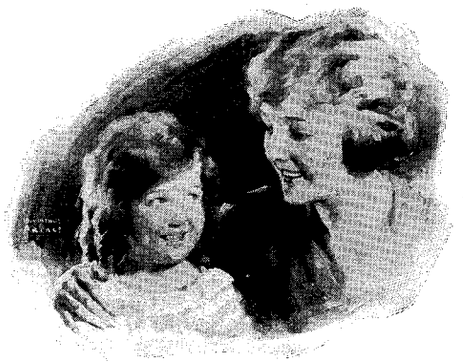
Other new results

Other factors, desired by modern authorities, are also employed in Pepsodent. As a result, every application acts as an aid to Nature.

It multiplies the salivary flow—Nature's great tooth-protecting agent. It multiplies the starch digestant in the saliva. That is there to digest starch deposits which may otherwise cling and form acid.

It multiplies the alkalinity of the saliva. That is Nature's neutralizer of acids which cause decay.

Thus each use of Pepsodent fights film and starch and acid—the teeth's greatest enemies. To millions of users it has brought a new era in tooth protection.



Children, above all

Children need Pepsodent even more than adults. Young teeth seem most susceptible to film attacks. Few children escape them. Dentists say that Pepsodent should be used from the time the first tooth appears.

Men who smoke often see most conspicuous results. Their film-coats are often deeply stained.

But the most delightful results come to women, who realize how much glistening teeth add to their attractions.

This test is most important to you. Cut out the coupon now.

Pepsodent PAT. OFF. REG. U.S.

The New-Day Dentifrice

The scientific film combatant, which brings five effects authorities desire. Now advised by leading dentists everywhere. All druggists supply the large tubes.

10-Day Tube Free

615

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Mail 10-Day Tube of Pepsodent to

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Only one tube to a family.

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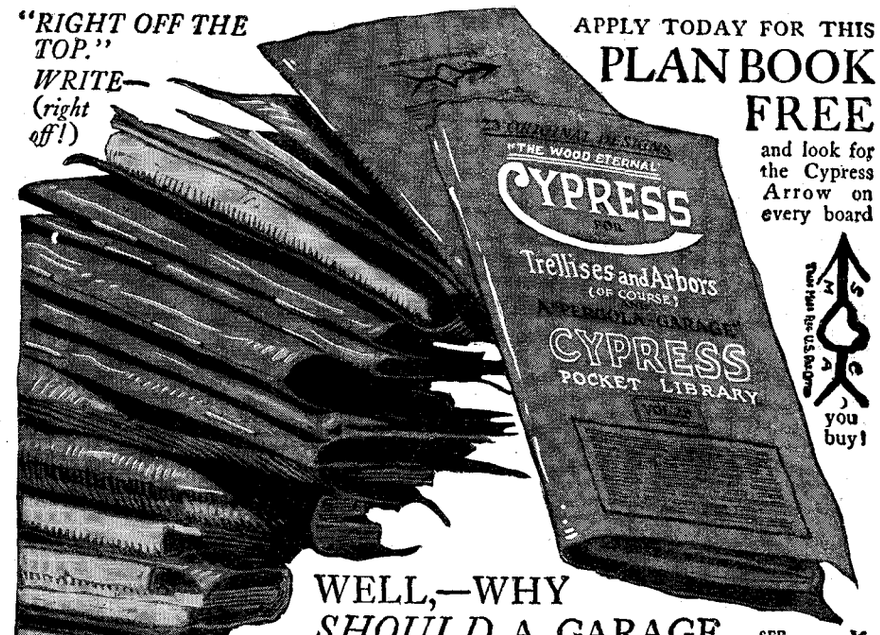
APPLY TODAY FOR THIS
PLAN BOOK
FREE
and look for the Cypress Arrow on every board



MARK this when you buy!

WELL,—WHY *SHOULD* A GARAGE BE HOMELY?

SEE CUT BELOW

This one isn't—(Is it?) The man just driving out (in the picture below) is the owner. He looks well satisfied with the fact that he has enhanced the beauty of his grounds at the same time that he has protected his car.

The picture shows how *your* garage may look if you will allow us to send you, with our compliments, and with no obligation at all, the

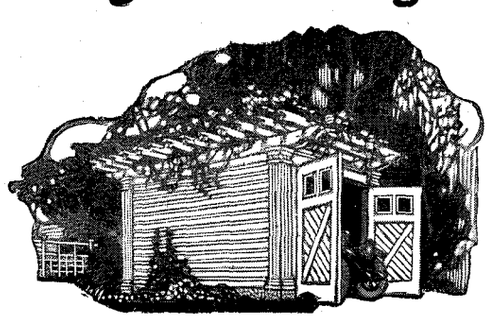
Complete Working Drawings (on sheet 24 x 36 inches)

including full specifications — enough for any good carpenter to build from. Perhaps you enjoy such work yourself. If so, you can't go wrong.

It might even be possible to remodel your present garage on these lines. If you do so, of course you will know what kind of lumber to buy. "If you build of Cypress you build but once." You know "The Wood Eternal" is the champion pergola lumber—does not tend to shrink, swell or warp like so many woods—takes paint and stain beautifully, but *does not need either*, except for looks—lasts and lasts and lasts and lasts without them. (See U. S. Govt. Rept., reprinted in full in Vol. 1, Cypress Pocket Library. Just mention that you'd like that book, also—**Vol. I**).

The Cypress "Pergola-Garage"

This Pergola-Garage is AN ADDED SUPPLEMENT to the 12th big reprint of **VOLUME 28** of that home-lovers' guide, counselor and impartial friend, the famous Cypress Pocket Library. It's FREE. Will you write?



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CONTRIBUTORS' GALLERY

CHARLES K. TAYLOR, Dean of the Carteret Academy at Orange, New Jersey, has had a wide experience as an educator and as director of one of the most successful boys' camps in the country. For the past four years Mr. Taylor has been a frequent contributor to The Outlook, his last article on his camp work appearing in The Outlook for February 25, 1920. That his opposition to the methods of handling boys at Plattsburg last year is not due to any pacifist complex is indicated by this photograph.

LYMAN ABBOTT, who has been Editor-in-Chief of The Outlook for over forty years, contributes to this issue another of his "Snap-Shots of My Contemporaries." He writes on Edward Everett Hale, an American Abou Ben Adhem.

EDWARD WILLIAM BOK was born in Helder, Netherlands, in 1863. He came to the United States at the age of six and was educated in the Brooklyn public schools. He helped found the "Ladies' Home Journal," of which he has been the editor-in-chief for years. He was Vice-President of the Curtis Publishing Company for many years and is the author of "Why I Believe in Poverty" and "The Young Man in Business; Successward." Mr. Bok's book, "The Americanization of Edward Bok," recently won the Pulitzer prize of $1,000 offered for the year's best American biography that taught patriotism and unselfish services to the people. Mr. Bok's home is in Merion, Pennsylvania.

SHERMAN ROGERS made his first speech in November, 1919; it was before the Sphinx Club, of New York. His next appearance occurred soon afterward before the New York Chamber of Commerce; he took this distinguished audience by storm, telling them things about capital and labor that gave some of them a new point of view. He has since addressed 215 audiences. He has written extensively for The Outlook, "Saturday Evening Post," "Leslie's," New York "World," and the Philadelphia "Evening Public Ledger." Mr. Rogers was born in 1886 on a Minnesota farm. He sold newspapers and was a Western Union messenger boy in Minneapolis. He

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helped his family clear ground for a homestead in Idaho and has been a dairy rancher in Washington. He became a lumberjack at the age of fourteen, serving his apprenticeship as a "road monkey." He was in the woods continuously from 1902 to 1917. Each of the numerous scars on his face is the record of an encounter in the woods.

MORRIS G. BISHOP is apparently in a class by himself. Thousands have given up teaching to engage in business, but Mr. Bishop has given up business in order to become a teacher. He writes from Ithaca, New York. Evidently he himself realizes that the extraordinary confession he makes is likely to be doubted and regarded as fiction. He therefore referred us for authentication of this article to Mr. Kenneth Groesbeck, Vice-President of the Harry Porter Company, 15 West Forty-fourth Street, New York, and to Professor James F. Mason, head of the Department of Romance Languages, Cornell University.

BILLY PEG-LEG'S FIDDLE

I'VE a pal called Billy Peg-Leg, with one leg a wood leg,
And Billy he's a ship's cook and lives upon the sea;
And hanging by his griddle
Old Billy keeps a fiddle
For fiddling in the dog-watch
When the moon is on the sea.

We takes our luck wi' tough ships, wi' fast ships, wi' free ships,
We takes our luck wi' any ships to slip away to sea,
We takes our trick wi' the best o' them
An' sings our song wi' the rest o' them
When the bell strikes for the dog-watch
An' the moon is on the sea.

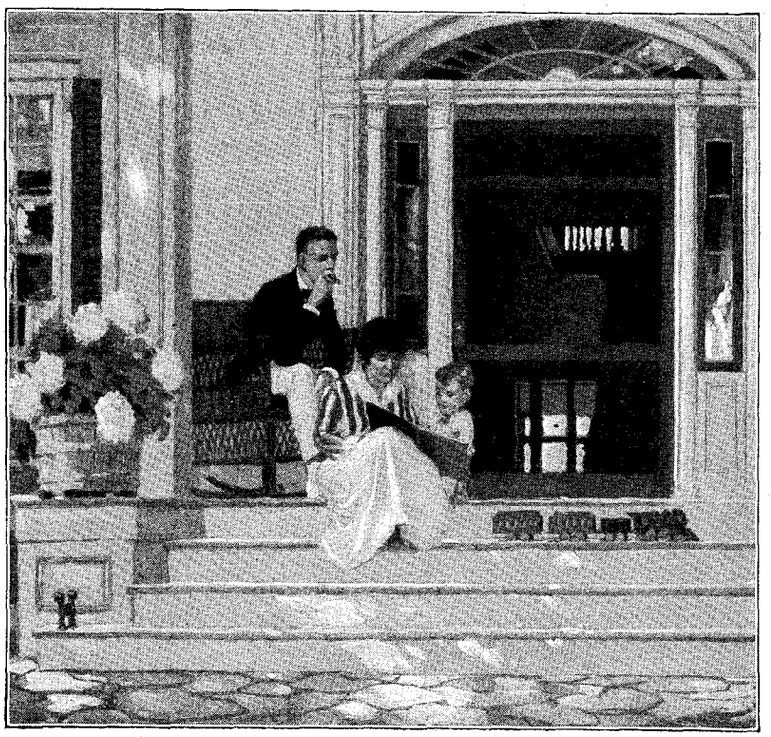
You'd ought to see the tops'ls, the stuns'ls, the stays'ls,
When the moon's a-shinin' on them along a liftin' sea,
Hear the dandy bo'sun say,
"Peg-Leg, make that fiddle play
An' we'll dance away the dog-watch
While the moon is on the sea."

Then it's fun to watch them dancin', them bow-legged sailors dancin',
To the tune o' Peg-Leg's fiddle, a fiddlin' fast an' free,
It's fun to watch old Peg-Leg
A-waltzin' wi' his wood leg
When bo'sun takes the fiddle
So Peg can dance wi' me.

The moon is on the water, the dark, moon-glimmered water,
The night wind pipin' plaintively along a liftin' sea,
There ain't no female wimmen,
No big beer glasses brimmin',
There's just the great sea's glory
An' Billy Peg an' me.

We takes our luck wi' the tough ship, the tall ship, the fast ship,
We takes our luck wi' any ship to sign away for sea,
We takes our trick wi' the best o' them,
An' sings our song wi' the rest o' them,
When the bell strikes for the dog-watch
An' the moon is on the sea.

BILL ADAMS.



No Place Like Home—

and still time enough to build it—*Now*—before snow flies. Enjoy Christmas this year in front of your own open fire; come home from next year's vacation to your own door step—for of all possessions, there is nothing like home.

Arkansas Soft Pine

spells "Home and Happiness." It is the right wood for the house complete, inside and out; for woodwork that delights the feminine eye—for staunch frame and structure that suit the exacting owner.

Twelve good houses and the How and Why of Arkansas Soft Pine are fully explained in our new book, "Home and Happiness"—and it's yours for the asking. Write now.

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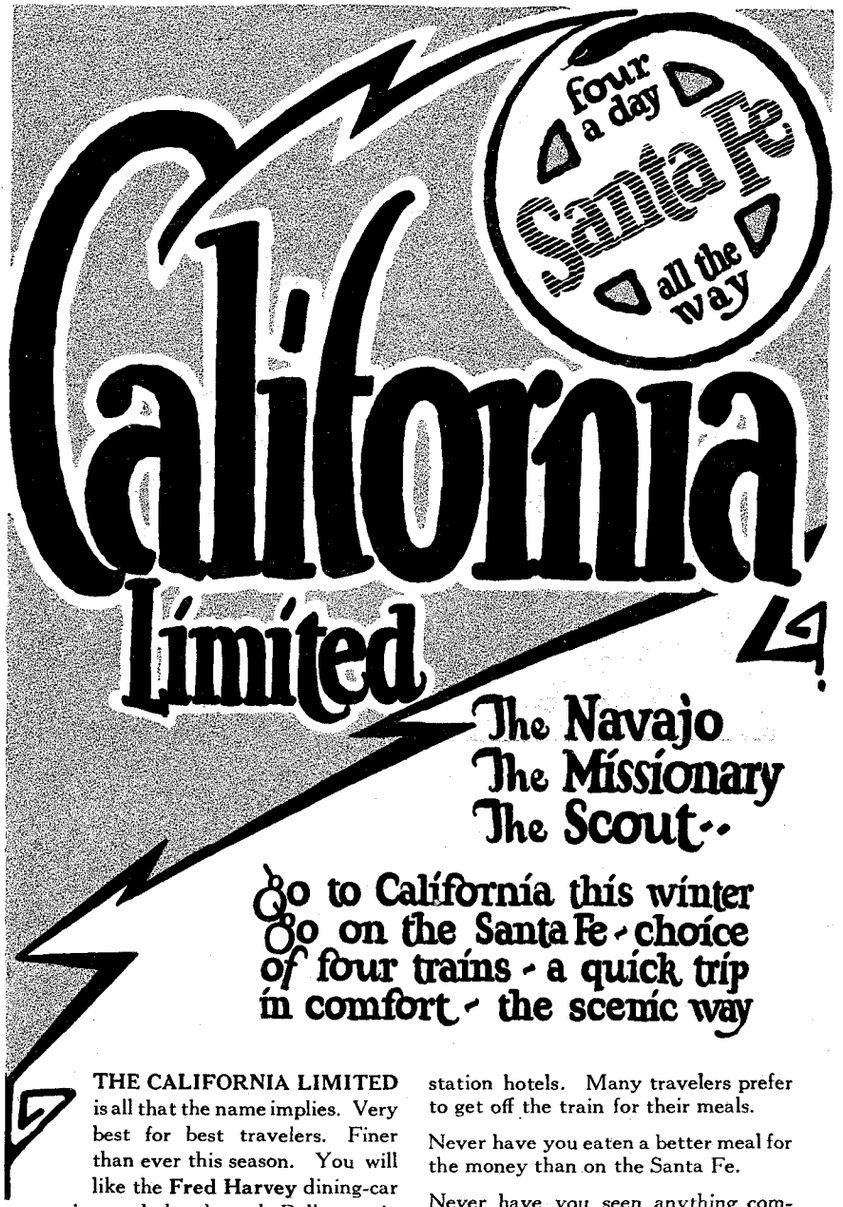

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Never have you eaten a better meal for the money than on the Santa Fe.

Never have you seen anything comparable to Grand Canyon National Park—or more interesting than the Petrified Forest and Indian pueblos.

Ask for illustrated folders, "To California the Santa Fe Way", "California Picture Book", and "Grand Canyon Outings."

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PUBLISHER'S NOTES

IT seems that the citizens of Arkansas have been so busily engaged of late defending themselves and their road-building programme against the critical attacks of outsiders that they have had but little time to concern themselves with anything so trivial as the fourth of The Outlook's prize contests, which closed October 21. The final count of contestants has not yet been made, but it appears that Arkansas stands close to the foot of the list. We hope that she will do better in the fifth of our contests, which will be announced shortly. The State of New York, despite feverish interest in the recent World's Series, easily held first place throughout the contest in respect to numbers of contestants. The State of Illinois, despite the heavy usurpation of public interest by Len Small and the alleged bootlegging police force of Chicago, managed to hold second place, a tie with California, in the rush to tell The Outlook about its various turning points. Massachusetts, as usual, was next among the leaders. Pennsylvania has yielded her place this time to New Jersey, while Kentucky, Tennessee, Texas, and other Southern States, have made strong showings.

READERS are again urged to submit suggestions for the fifth and last prize contest for the current year, which is to be announced soon.

INSTEAD of having a fire-hose turned on him for having presented a realistic description of John Kenlon, Chief of the New York Fire Department, which appeared in the October 5 issue of The Outlook, Newton Fuessle, author of the article, is in receipt of a letter from Chief Kenlon in which the latter says: "Your story in The Outlook is easily the best ever written about New York's present Fire Chief."

THE next time you feel moved to write to the editors, why not add your impression of Outlook covers? Do you like or dislike them? What, in your opinion, was the best Outlook cover during 1921?

ONE reader of The Outlook, who will have none of the "six best sellers" among novels, names his ten favorite living authors as follows: Thomas Hardy, Hermann Sudermann, Anatole France, Gerhardt Hauptmann, Arthur Schnitzler, Hugh Walpole, James Branch Cabell, Joseph Hergesheimer, Willa Cather, and Johan Bojer. Who are your ten favorites?

WE ask this question because the calm of the Outlook office was recently disrupted by a discussion of the question: "Who are the ten most popular living authors among Outlook readers?" To determine the character of the literary taste of Outlook readers for our own satisfaction we are sending out a postal ballot to 1,000 names, picked at random from our subscription list. In case this item comes to the attention of a reader who desires to cast a ballot in favor of his or her ten favorites we shall be glad to include volunteer lists in our total tally. The more the merrier.

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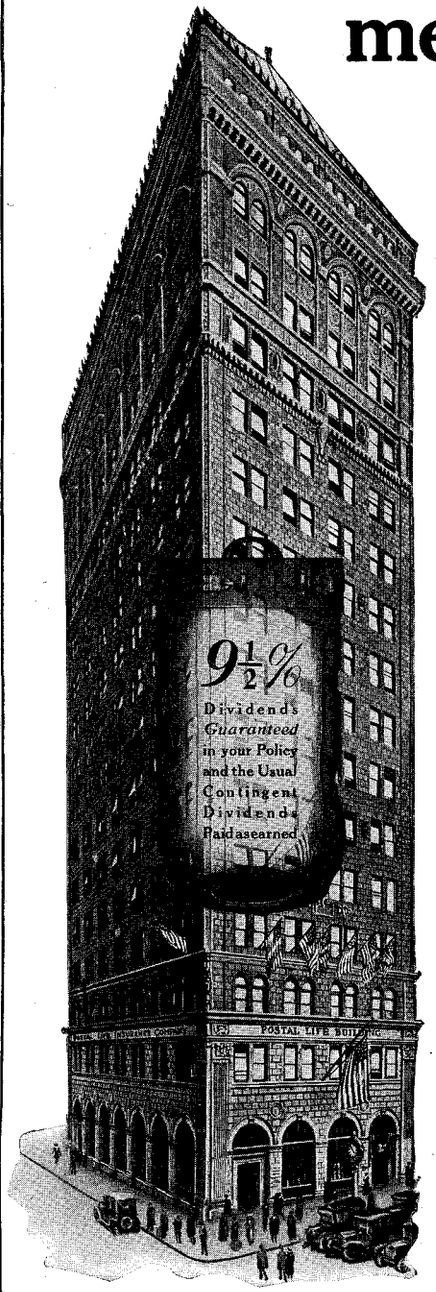
Low monthly premiums meet present conditions



A practical method of coping with a prevalent difficulty is offered to both the insured and the uninsured by the

POSTAL LIFE INSURANCE COMPANY

Resources $10,000,000
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This method is possible because of the Postal's *optional-premium* plan, whereby the cost of any form of life or endowment insurance may be carried by *monthly* payments—one of the most popular features even in "good times." It proves a great boon (1) for those taking out new policies, and (2) for those keeping in force old policies.

An inquirer recently wrote that it would be impossible to spare the first annual premium of $218.90 on his proposed $10,000 policy. The Company replied that his first payment need be only $20.30, with a like amount monthly thereafter. In fact, he found it so stated in his policy.

The time above all other times when the service rendered by the POSTAL is vital to the insuring public is

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At age 25, net monthly premium, $1.54 per $1000
At age 35, net monthly premium, $2.03 per $1000
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Our Policy Contract is flexible, and accommodates itself to the changing financial conditions of our policyholders, all of whom enjoy not only the economies rendered possible by our non-agency methods—for we have to pay no commissions to any one and accept no business from brokers—but the guarantee of a free medical examination annually and the physical welfare service (including periodical Bulletins) rendered by our Health Bureau.

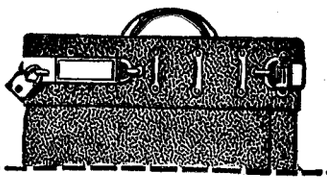
Find out what *you* can save

Simply use the Coupon in lower right-hand corner or write and say: "**Mail me insurance information as mentioned in The Outlook for Oct. 26,**" and in your letter be sure to give:

(1) Your full name; (2) Your occupation; (3) Exact date of your birth.

When your inquiry reaches us no agent will be sent to visit you. We desire to co-operate with you directly, and have you think out with us your problems from printed documentary matter submitted. Because we employ no agents the resultant commission savings go to *you*.

Twenty-six thousand thrifty people are now enjoying these Postal economies.



Out. 10, 26.

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511 Fifth Ave., New York
Without obligating me, please send full insurance particulars for my age.

Name .....
Address .....
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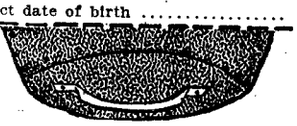
Occupation .....
Exact date of birth .....



POSTAL LIFE INSURANCE COMPANY

WM. R. MALONE, President

511 Fifth Ave., cor. 43d St., New York

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FINANCIAL DEPARTMENT

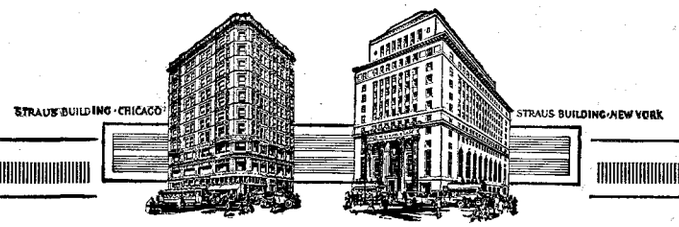
The Financial Department is prepared to furnish information regarding standard investment securities, but cannot undertake to *advise* the purchase of any specific security. It will give to inquirers facts of record or information resulting from expert investigation, and a nominal charge of one dollar per inquiry will be made for this special service. All letters of inquiry should be addressed to THE OUTLOOK FINANCIAL DEPARTMENT, 381 Fourth Avenue, New York.

THE AMERICAN DOOMSDAY BOOK

BY RICHARD HOAGLEY TINGLEY

THE theory of valuation of property for taxation and other purposes is of modern origin, at least so far as methods employed in carrying it out are concerned. The late Supreme Court Judge Harlan has been credited with its parentage. So has the late Governor Pingree, of Michigan. The father, or rather, perhaps, the grandfather, of the valuation theory, however, is William the Conqueror, who, as every schoolboy knows, caused the famous and still extant Doomsday Book to be written in which is registered an account and value of all the estates in the English domain. In the eight hundred odd years that have elapsed since the time of the Conqueror methods of doing things have changed, although it may be an open question whether modern practices are producing more useful results than those of ancient days.

The United States has been trying ever since 1913 to write a Doomsday Book of its railways, and it is far from complete



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THE words, "39 years without loss to any investor," of course are familiar to you. But we wonder if you have stopped to consider what they really mean to you.

If you are an investor they should mean much. This record is our biggest business asset. It sells many millions of dollars in bonds every year. If any of our clients should lose money in securities which we had recommended, this record would be destroyed, and our biggest business asset would be shattered.

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yet. The father of the book is Senator La Follette, who introduced into Congress and saw to the passage of the Valuation Amendment to the Act to Regulate Commerce, commonly known as the Inter-State Commerce Act.

THE "WHY" OF THE RAILWAY VALUATION

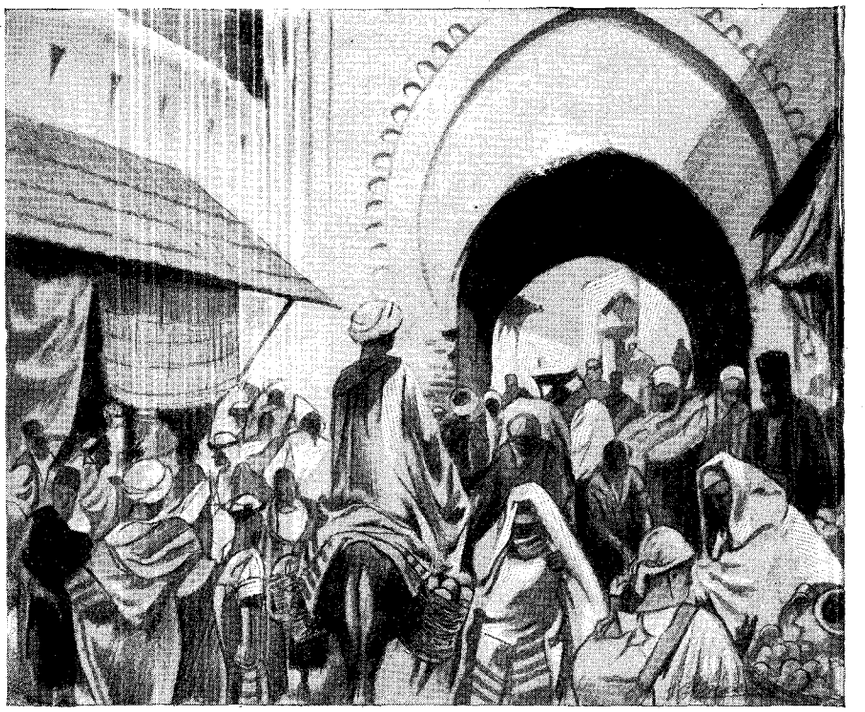
It had long been popularly held that the railways were over-capitalized, and the results of a valuation were expected to clear up this point. Nationalization of the railways by public purchase, also, had been a popular theme, and the results were expected to record the price which Uncle Sam would have to pay for them if ever that time arrived. Another and more practical reason was found in the fact that the Inter-State Commerce Commission was constantly being called upon to adjust freight and passenger rates in such a manner that, as courts had ruled, a "fair return" might be realized on a "reasonable investment." The determination of the "fair return" was easy enough. A generation of regulation had fixed this figure for public utilities properties to within comprehensive limits. But a "fair return" on what amount? And it is here that a valuation became necessary in order to find the "reasonable investment." Every railway had its own idea of its investment, as expressed in book value of road and equipment and by its outstanding issues of securities, but this value would not answer for the framers of the Valuation Amendment. It was biased testimony, and, while having a certain bearing on conclusions that might be reached, it must be checked up and supplemented by all the elements that could be marshaled.

ESTIMATED AND ACTUAL VALUATION COSTS

The Valuation Amendment was broad, comprehensive, and easily interpreted. It instructed the Inter-State Commerce Commission to ascertain and report in detail as to each piece of property owned or used by each common carrier; the original cost to date; the cost of reproduction new, and less depreciation; and to ascertain and report separately other values and elements of value, if any; also, on the value of lands, rights of way, and terminals, as well as a complete financial history of all the properties involved.

At the public hearings before the House Committee on Inter-State Commerce, when the bill was under discussion it was brought out from expert testimony, based on the experience in several States that had valued their railways, that the undertaking might cost somewhere between two and five million dollars and might occupy from two to four years' time. It is upon these cost estimates that the act was passed and the work begun.

It soon developed that this was an underestimate. The cost immediately began to mount, and now, after eight years of work and the expenditure of upwards of $60,000,000, the Government knows no more than at the start: whether or not the properties, or any single individual property, is over-capitalized; it knows no more about



Are your missionaries in these bazaars?

CONSTANTINOPLE, Bombay, Calcutta—*the very names arouse visions of rich commerce.* But woe to the trade missionary who rushes in to sweep these markets sensationally! With many habits of life that were firmly fixed centuries before Columbus sailed from Spain, the people do not yield readily to the persuasions of strangers.

Find a manufacturer who has established a market for his goods in the Orient, and you will meet *a patient builder* whose vision sees beyond immediate profit. Importer or exporter, your success there hinges upon gaining the slowly conceded confidence of able merchants *who test before they trust.*

The National Shawmut Bank is represented in all the important centers by influential local banks with which this bank has affiliations. An important advantage enjoyed by Shawmut clients is our investigation and trade counsel service—especially valuable to those about to make an initial sales effort in any part of the Near East.

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The CONTINENTAL *and*
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Transacts commercial banking
business of every nature

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Capital, Surplus and Profits
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their aggregate value or worth in case of public purchase than before, and the amount of the "reasonable investment" must still be denoted by the algebraic symbol *x*.

EXPENSIVE DIFFERENCES OF OPINION

The reason is not difficult to find. It is government work. The Bureau of Valuation, which the Commerce Commission created in order to conduct the work, has undertaken to solve with mathematical precision that which, in the nature of things, is incapable of being so solved. In order to meet the statutory provision calling for the cost of reproduction new, and less depreciation, it was considered by it necessary actually to survey, measure, and place a present as well as a depreciated value or price against every single individual piece of construction and equipment of road, roadbed, shop, and terminal of the two hundred and fifty-odd thousand miles of railway line. This was the physical valuation, and it has been conducted with hair-splitting nicety. But, as everybody knows who has had practical experience in railroading and railway construction, such figures cannot be accurately ascertained, particularly after construction. Let us say that you and I are both experienced railroaders and can qualify as experts. We undertake to place a physical value of a given railway mileage quite independent of each other. Your results are sure to be very different from mine. They may vary anywhere from five per cent to twenty per cent. Assume, for the sake of argument, that the total value of the United States railways is $20,000,000,000. This figure isn't far out. A difference of five per cent between us would amount to a billion dollars, a sum of money practically equal to the entire debt of this country before the war. A difference of twenty per cent would sum up to four billion dollars! Railway and public utilities physical valuers on State and municipal work know and recognize these opportunities for disagreement, and govern themselves accordingly. The results they turn in are of the four or five million dollar variety and are just as serviceable for all practical purposes as those of the sixty-million-dollar kind will be—when had.

WHAT IS THE VALUE OF ANYTHING?

In the strong boxes of banks, insurance companies, and other financial institutions of the land there are billions of dollars' worth of railway bonds. What are they worth? Is it their proportionate part of the physical value of the property they represent reckoned on a cost of reproduction basis new, or on a depreciated cost basis—on your valuation, which is twenty per cent higher than mine, or on mine, which is twenty per cent lower than yours? There is more than twenty per cent, on an average, between the tentative value that has been placed on some of the railway properties by the Bureau of Valuation and that of the independent values placed on the same properties by the

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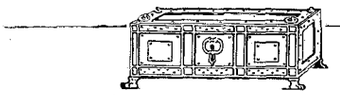
railways themselves. What is the value of anything? Is it the price paid for the thing, or the money it cost to make it, or that it would cost to reproduce it? Isn't it, rather, the price at which one can sell it to some one who wants to buy? This is market value. Isn't this equally true with railway bonds and stocks—with the railway properties themselves? The public has been making a value of the railways ever since there were any railways, and it is practically complete at the close of every business day. The value placed upon railway securities in the open public market is an approximately true expression of their value.

SOME TENTATIVE VALUATION RESULTS

Although the Commerce Commission has, as yet, issued no final valuation of any single railway property, its Bureau of Valuation has reported to it a great many tentative results, and quite recently (July, 1921) the Commission issued as its own work a set of figures which it calls tentative final values. Almost without exception, however, these results refer to lesser lines, none of the big trunk-line systems (with the exception of the Rock Island) having been reported with either tentative or tentative final values. Each tentative valuation, as reported, is served on the carrier itself, and, under the provisions of the Valuation Act, the carrier has the right of appeal to the Commission, and of further appeal to the Supreme Court of the United States. Since in every instance the carrier has appealed, and since it is expected that every carrier to be subsequently served with such a valuation will in all probability exercise the same privilege, and since it is more than likely that most of these appeals will be taken to the Supreme Court, the final valuation, when reached and written into the record, will be that of the Court rather than that of the Commerce Commission. Right or wrong, it will then have to stand, because it will be official and will bear the stamp of authority, your figures twenty per cent more or less than mine notwithstanding.

Some rather abortive attempts have been made to compare the tentative valuations already served with those of the railways as expressed by their book accounts and capital issues. Such comparisons, however, are of little use because of their tentative character, and further because there are many items of value and elements of value claimed by the railways which are not recognized by the Commission, and further because in the book accounts of the carriers there are items which render comparison inept, such as moneys spent to acquire the capital stock of subsidiary companies, and for non-carrier purposes, and advances made to other carriers, etc.

To illustrate: On 145 small railway properties reported in July last by the Commission to the carriers concerned the aggregate final tentative value amounted to $478,500,000 on 2,043 miles of line against a book account of the railways of $769,400,000. In other words, the Commission was apparently willing



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to allow the railways but sixty-two per cent of their claims. On the other hand, in a "hurry" valuation of all the railways of the country made last summer to comply with the terms of the Transportation Act by the Commission, a tentative value of ninety-four per cent of the railways' book claims was given. The present rail rates are based on the latter value.

ENGLAND'S SECOND DOOMSDAY BOOK AND ITS FATE

History doesn't record how long it took William to write his Doomsday Book, nor what it cost. History does record, however, how long it took Lloyd George to write England's second Doomsday Book—or rather, how long it took to find out that it was practically impossible to write it at all—and how much it cost. In 1909 the British Parliament, at the initiation of the Premier, wrote into its Finance Act a law which directed its Board of Inland Revenues to make a valuation of all the lands in the United Kingdom—the values taken to be as of April 30, 1909; a measure adopted "to free the land from the shackles of feudalism." The Board worked faithfully at the task—as faithfully, perhaps, as our Commerce Commission has worked at theirs, and a little longer. A partial set of valuations was produced at a cost of $10,000,000, a large portion of which were set aside by the courts, and taxes that had been levied under the valuation amounting to $11,000,000 were ordered repaid. The act has recently been repealed, it being an acknowledged failure. The work already done Mr. Chamberlain declared to be in no way "useful." "To a very large extent," he said, "they are valuations of metaphysical transactions arrived at by elaborate mathematical calculations that nobody but an expert can make, and as to which the layman may doubt sometimes whether the expert himself even understands them."

Will this be the fate of America's attempt to write her Doomsday Book? Are our Government valuers developing "metaphysical transactions arrived at by elaborate mathematical calculations," and will the results be in any way "useful"?

In arriving at the value of such a complicated, highly organized institution as our railways—systems which have been the growth of years of the best thought and the best energy this land could produce—it might be well to remember that there is a value to such properties which cannot be measured in strict mathematical terms.

ARE YOU AN INVESTOR?

During the past year the Financial Editor of The Outlook has helped hundreds of Outlook readers to solve intelligently their particular investment problems. Perhaps you are contemplating a shifting of your present holdings or have fresh funds to invest. In either case we shall be glad to give you specific information on any securities in which you may be interested. A nominal charge of one dollar per inquiry will be made for this special service.

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STATE AND MUNICIPAL BONDS

STATE and municipal bonds include the debts of a State, city, county, and district. The district may be a school district, a drainage district, or some other subdivision of the government. State and municipal bonds are exempt from income tax, and, leaving aside all considerations of their safety as investments, this feature alone makes them very attractive. By persons of large income, particularly persons whose incomes render them subject to surtaxes, these kinds of bonds are eagerly sought. Persons of this sort save themselves not only much trouble by owning tax-exempt securities, but a great deal of money as well.

Lately there has been more or less agitation against tax-exempt securities of all kinds. The claim has been made that it is unfair for a man owning one class of bond to pay a tax on the interest he received from it, while another man whose money is invested in a bond of a different character is exempt from any tax on his interest. The best opinion seems to be, however, that tax-exempt securities are entirely legal, and that under the Sixteenth Amendment to the Constitution it would be illegal for Congress to pass any act providing for a tax on bonds now exempt. The total of tax-exempt securities in the country has been estimated at as high a figure as $12,000,000,000, and the tax on the income derived from them which the Government would receive if they were subject to tax at $200,000,000 a year. Why should the Government not have the benefit of these taxes? it is argued. Why should a distinction be made in favor of one class of securities at the expense of another?

If a man who does not own tax-exempt securities begrudges the fact that he pays a tax and his neighbor does not, it can always be said that he is as privileged as any one else to buy that kind of securities. In the second place, is it really unjust that States and municipalities are permitted to sell securities exempt from tax?

In "The Borrower's Bulletin" of May, 1919, published by the Farm Loan Bureau, the following paragraph appeared: "The cities and towns of the United States issue municipal bonds for the purpose of paving and improving streets, and otherwise making city life convenient, comfortable, and happy. These bonds and the income therefrom are exempt from all forms of Federal taxation. This is a fine thing for the cities and towns, because it gives the people a low rate of interest and enables these necessary improvements to be made." This presents a side of the case which is not always considered, though it should be borne in mind.

If State and municipal bonds were not tax exempt, they would have to be issued at a higher rate of interest in order to make them attractive to investors. A higher rate of interest means that more money would be required to meet the interest, and this would result in only one thing—increased taxes. Every per-

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FINANCIAL DEPARTMENT
(*Continued*)

son in the State would be affected by such an eventuality, and few people care about paying higher taxes than they are called upon to pay now. The debt of a State or a municipality is the debt of every person resident there. If the State or city can borrow at a low rate of interest, that is an advantage for their citizens, made apparent through a lower tax rate.

Everything pays taxes. The old saying that the only two sure things in this world are death and taxes seems more pertinent than ever these days so far as the second item is concerned. Congress spends a large part of its time discussing tax measures, the newspapers devote much of their space to these discussions, business is waiting upon a decision, and individuals find taxation one of their most fruitful topics of conversation.

The fact that taxes are a certainty however, is the principal reason why Government, State, and municipal bonds are rated as the "premier investment." Laws are on the statute-books granting to the various governmental bodies power to borrow money and authority to levy the necessary taxes to pay interest on the obligations so incurred and to pay off the indebtedness when it falls due. The bonds of the Government, States and municipalities, therefore, are just as safe as the Government itself and its subdivisions. If the Government fails so does everything else, and in such a case neither securities nor any other thing of value would be worth bothering with or worrying about.

True, State and municipal bonds do not, as a rule, yield as high a rate of interest as other kinds of bonds. The fact that they are the safest investment goes a long way towards making up for this defect, however, for safety always has been, and always will be, the first requirement of a high-grade investment. What does a difference of ten or twenty dollars a year in income amount to if your principal is not safe? And then in considering State and municipal bonds it should always be remembered that the interest paid on them is net. In the case of many other bonds the income derived from them is subject to the normal tax of 2 per cent. Suppose you are a married man with a salary of $2,000 a year and an income of $1,000 a year from bond interest. If the interest is derived from Government, State, or municipal bonds, you have no income tax to pay; if it comes from bonds which are not tax exempt, you will owe the Government $40. Forty dollars is 4 per cent interest for a year on a thousand dollars.

There is a growing demand for State and municipal bonds. People are coming more and more to appreciate their many attractive features, particularly their tax-exemption privilege and their safety. And when it comes to yield there are many such bonds which can be bought to return 5 per cent on the investment. Five per cent net on a high grade investment is by no means to be despised.

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LOW SALARIES AND THE SALES TAX

THE Chamber of Commerce of the United States recently conducted a referendum among its members as to their views on the proposed Federal sales tax. The returns showed a large majority in favor of this particular form of Federal taxation. The Outlook ran an article in the issue of August 24 by Mr. Hugh Satterlee, of the New York bar, in which he discussed the particular advantages of this tax. One of the chief arguments against the sales tax has been that it would place an unequal burden upon the man of small income. It is maintained by the opponents of the sales tax that the small-wage earner with a large family to support would pay much higher taxes proportionately than would the man of large income. Mr. Jules Bache, a prominent New York banker, has answered this objection in an article in "The Nation's Business," which we quote herewith:

A consumption tax does not differentiate between the wealthy and those of moderate means. Under a consumption tax the citizen who consumes the most pays the most taxes, whether his income is big or little. For one hundred and fifty years this country flourished and grew great under consumption taxes, which were the only kinds that we paid.

When we went into the war, Congress planned a new way to raise the great sums needed. The plan was to make the rich man pay the taxes. This was to be accomplished mainly through the excess profits taxes on business and the surtaxes on income (surtaxes which ran up to unheard of percentages as the incomes were larger—73 per cent at the highest was to be taken out of the largest).

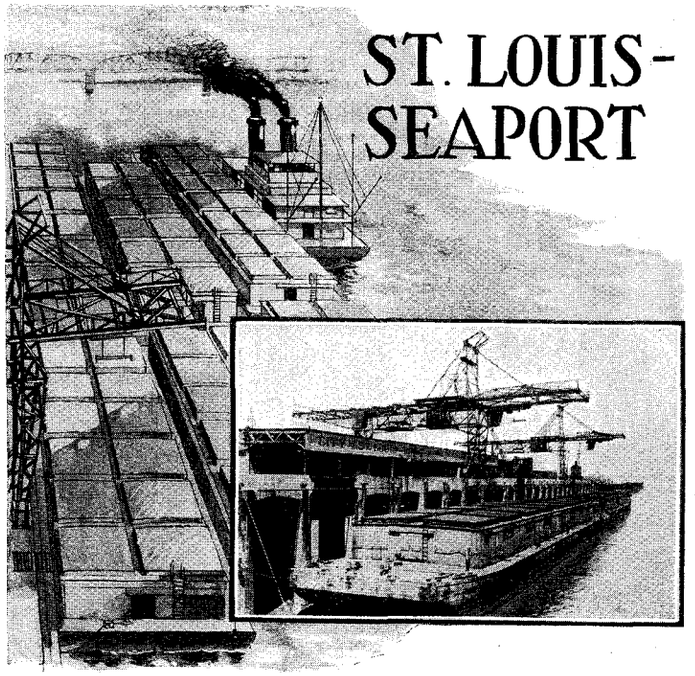
What happened was that wealthy people out of business began immediately to put their fortunes into tax-exempt securities, and the amount they pay in taxes to-day is negligible. The business concerns, to avoid the excess profits tax, added it to the price of their goods, and the consumer paid it all and more, too.

The result is that our taxes once more, notwithstanding the intention of Congress, are consumption taxes, but consumption taxes of the most objectionable character, and the consumer is paying in some instances six or seven times as much as he would have to pay under a straight, honest consumption tax. Now the sales tax is just that, a straight, honest consumption tax, direct and open, and all paid by the consumer.

One of the first questions one hears from any one to whom the sales tax is proposed (from one who has not given the matter any thought) is, "Does it not place the burden on the low-income man?"

First of all, it is not a burden. The tax is so small that nobody feels it. It is added to the price of things, and not collected from the purchaser as a tax, so that it is not a nuisance tax like the fifty-one sales taxes in the present law (of the soda-water, ice-cream, and movie-ticket variety).

It is not a burden, because it removes



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the many times greater price burdens which are produced by taxes, and which the consumer is now bearing.

It is not a burden, because the amount which would be added to the cost of things would be inconsiderable—not on the average over 3½ per cent. For instance, on a pair of men's shoes retailing at $7 the one per cent tax added at each stage from raw material to finished product would increase the price only 24 cents, or 3.3 per cent of the retail price.

Would the pair of shoes still continue to sell for $7, or for, say, $7.23? That would depend upon competition. The effect of the sales tax in any case is seen to be negligible. On other articles the percentage is similarly low. On clothes it is 2.61 per cent, on beef 2.25 per cent, on pork 1.87 per cent, on bread 2 per cent (or less than one-sixth of a cent per loaf), etc., etc.

The higher-income people would pay more under the sales tax than those of moderate means, because they spend more, but they would rarely, of course, pay as much in proportion. The income tax, however, would equalize that and provide for tax payment in proportion to wealth.

We are facing an emergency. The vast amount needed to run the Government—heritage of the war—cannot be raised under the present system. The endeavor to make profitable business stand the excessive burden has resulted in commercial stagnation, has swept capital out of business, strangled enterprise, and fostered unemployment. It has been a distressing failure, and the whole burden of taxation has fallen on the consumer.

A fair and wide distribution of the burden in such a way that it will not be felt must be substituted. The sales tax is the only kind of tax which fills the requirements in every particular.

The objection that the burden is borne by the low-income man is absolutely indefensible. The chief merit of the sales tax is the chief argument of its opponents. The sales tax, as I have said, is a consumption tax, pure and simple. But, as I have said, for one hundred and fifty years, from a Federal standpoint, this country never had anything else except consumption taxes. We raised $1,000,000,000 a year (and it is not hard to remember the first billion-dollar Congress), entirely and exclusively by consumption taxes.

They were the customs collected at our ports; they were the excise taxes added on the purchases of tobacco and liquor; they were every kind of tax that was paid indirectly by the ultimate consumer; and they raised $1,000,000,000, and nobody complained.

Nobody in street cars or in railroad smoking cars ever had a neighbor speak to him about taxation and its drawbacks. No business man ever complained that he could not raise all the money he needed in his business because taxation had driven money into hiding where business could not get it.

It is only when we raise our money through consumption taxes that money cannot hide from taxation. The amount

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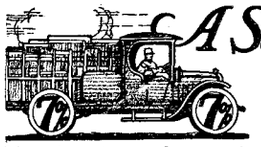

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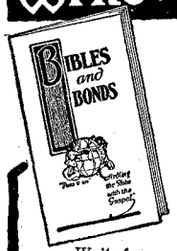

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of money that this country needs, placed at $4,000,000,000 in proportion to the $1,000,000,000 that was raised by the first billion-dollar Congress, is almost negligible. If we compare the present volume of business of this country, if we compare the wealth of the country and the number of so-called millionaires, with the same statistics of that day, present-day figures are in almost every respect fourfold.

Why, therefore, should $4,000,000,000 to-day be such a terrific burden, when $1,000,000,000 was not at that time? It is because of the method of raising it.

This Government collected $6,000,000,000 of taxes in 1919, and I am very sure that the people were taxed $15,000,000,000 in order that the Government might get $6,000,000,000. I cannot prove this, but it has been reliably ascertained that 23.2 per cent was added to the cost of things by the present method of taxation, and that cost the consumer paid in full.

Now the merit of a sales tax is that every cent that is charged to the ultimate consumer for taxation will go to the Government.

This problem of taking the burden away from business is purely and simply up to the American business men. If he will study the question first—and it is the easiest question in the world to study: What is a sales tax; what is the best sales tax and does he want it? And when he decides that he does want it, and goes out to get it, then the burden will be lifted. Or, if he does not get it, he has the same opportunity twelve months from now that he had last November, of sending somebody to Washington who will give it to him.

And that the business men of this country are already well posted on this question is shown by the result of the United States Chamber of Commerce recent referendum on the sales tax. That result was a clear, unequivocal expression in favor of a sales tax by an overwhelming majority of the best business minds of the country in every part of the country.

The sales tax does not work any injustice to the low-income man. It takes the crushing pressure of taxes off of business, and distributes the burden so widely, in such diminished percentages upon each individual, that it becomes no longer a burden, and is not either seen or felt.

Above all, it allows industry to function normally again, and unless this is done there can be no prosperity.

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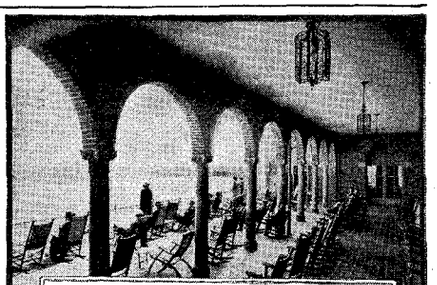

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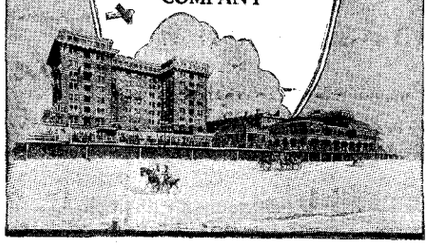

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